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OPHTHALMIC OPTICIAN.
30, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1845

February 9, 1920, Temperature 53

Rainfall 0.00 inch

Humidity 61.

February 9, 191, Temperature 66

No. 17,870.

一拜禮

號九月二年十二百九千一英

HONGKONG, MONDAY, FEBRUARY 9, 1920

日二月二十未己亥年八國民華中

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\$70
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In view of the prevalence of above, we are now manufacturing
in our own laboratory from ingredients suggested
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NASALENE
Put up in two forms
Ointment & Spray.
These preparations we can thoroughly recommend as a
prophylactic in INFLUENZA being easy and simple in use.
Ointment in pots or tubes 60 cents.
Sprays Solution \$1.00 each.
Sprays for Solution \$2.50 each.
A. S. WATSON & CO., LTD.,
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of Artistic Design
Charming Tone Quality
and Superior Workmanship.
**THE
ROBINSON PIANO
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Established 1883
MANUFACTURERS OF
PURE Manila ROPE
3 STRAND 4" to 15"
CABLE Laid 5" to 15"
4 STRAND 3" to 10"
Oil-Drilling Cables of any size up to 3,000 feet in length.
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TO-DAY'S CABLE.

(Router's Service to the China Mail.)

EXCHANGE CRISIS.

HOME EXPERTS DISCUSS IT.

HIGH DOLLAR STOPS COTTON IMPORTS.

LONDON, February 4.
Yesterday's finance conference had a full discussion of an explanatory character. Attempts at a solution of the exchange crisis by legislation were suggested, and the possibility of controlling imports by licences was suggested. Sir Vassar Smith, chairman of Lloyd's Bank, who was present at the conference, in a speech at the annual meeting of the bank yesterday said unless remedies were promptly applied, it was feared that a gradual and persistent spreading of bankruptcy and anarchy must ensue. It is anticipated the Cabinet will come to a decision quickly but the question will be raised at the next meeting of parliament, in Tuesday's debate on the Address. Meanwhile the effects upon the cotton industry illustrate the likelihood that all sections of the community must be suffering most severely. Yesterday's dollar quotations brought the cotton import business of Liverpool to a complete standstill and importers have begun to reshipe cotton to America. The matter is most serious for the operatives because the present stocks without fresh imports will be exhausted in ten weeks, although there are considerable quantities at sea.

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

The following is the report of the directors of Humphreys Estate and Finance Company, Limited for the year ending December 31, 1919 for presentation to shareholders at the ordinary annual general meeting of the company to be held at Hongkong Hotel, Hongkong at noon on Wednesday, February 18, 1920.

Gentlemen—The Directors now beg to submit to you their report and statement of accounts for the year ending December 31, 1919. The net profit for that period, after deducting directors' and general managers' remuneration and including \$17,299.97 brought forward from last account, amounts to \$96,084.76.

Which the directors recommend should be appropriated as follows:—
Pay a dividend of 60 cents per share \$90,000.00
Carry forward to new profit and loss account 6,084.76
\$96,084.76

Insurance Reserve Fund.—The Company having ceased to underwrite any of its own fire risks the amount standing to credit of this fund viz: \$245,483.40 is being transferred to reserve fund.

Directors.—Messrs. A. O. Lang and A. Forbes having resigned the very Rev. Father Robert and Mr. J. W. C. Bonnar were invited to join the Board. The Directors now are—Messrs. J. Scott Hamilton, J. W. C. Bonnar, W. L. Pattenden, and very Rev. Father Robert who, in accordance with Rule No. 76 of the Company's articles of association, retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. H. Percy Smith, F.C.A., and C. Bernard Brown, A.C.A., who offer themselves for re-election.

[HENRY HUMPHREYS,
Chairman.

Hongkong, 2nd February, 1920.

BALANCE SHEET, DECEMBER 31, 1919.

CAPITAL ACCOUNT.—	
150,000 Shares at \$10 each	\$1,500,000.00
Insurance Reserve Fund	245,483.40
Typhoon and Floods Insurance Fund	40,000.00
Fund for equalization of Dividends	50,000.00
Mortgages	905,000.00
Sundry Creditors	60,435.59
Unclaimed Dividends	4,968.00
Profit and Loss Account—	
Brought forward from 1918	\$ 17,299.97
Add profit for the year	78,784.79
	\$ 96,084.76
ASSETS.	
Amount invested in Property	\$2,696,731.55
Office Furniture	50.00
Stores	1,615.30
Mortgages and Loans	272,510.22
Accounts Receivable	22,315.20
Fire Insurance Premiums Unexpired	\$5,849.40
Cash at Bank	3,070.24
Cash in Hand	23.74
	\$2,901,971.75

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DECEMBER 31, 1919.

DEBIT.	
To Fire Insurance Premiums	7,015.04
To Interest on Mortgages and Deposits	52,847.13
Less Interest on Mortgages and Loans	9,169.88
To Repairs	43,677.25
To Crown Rent	16,128.27
To Legal Expenses	5,251.84
To General Charges	3,005.66
To Allowance to General Managers to cover Office Rent and Salaries of Secretary and Clerks	8,000.00
To Auditors' Fees	400.00
To Valuation Charges Account	1,000.00
To Remuneration to Directors	4,376.93
To Remuneration to Managers	4,376.93
To Balance being Profit for year	78,784.79
	\$ 174,360.98

CREDIT.	
By Rent	\$ 174,119.28
By Commission	100.00
By Transfer Fees	141.00
	\$ 174,360.28

INSURANCE RESERVE FUND.

1919. Dec. 31. To Reserve Fund, \$245,483.40 Dec. 31 By Balance, \$245,483.40

J. W. C. BONNAR, Directors. JOHN D. HUMPHREYS & SON, General Managers. L. ROBERT. G. RAPP.

We report that we have audited the above balance sheet with the books and vouchers of the Company. We have obtained all the information and explanations we have required. In our opinion such balance sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 31st December, 1919, and as shown by the Company.

H. PERCY SMITH, F.C.A. Auditors. C. BERNARD BROWN, A.C.A. Auditors.

Hongkong, 2, February, 1920.

EARLIER TELEGRAMS.

(Router's Service to the China Mail.)

PUNISHMENT OF WAR CRIMINALS.

PARIS, February 3rd.
The list of German names surrendered to the Allies demand has been handed to Baron von Lerner. The list is headed by the Crown Prince and several other sons of the Kaiser, and comprises Dr. von Bethmann-Hollweg, Field Marshal von Hindenburg, General von Ludendorff, Prince Rupprecht, the Duke of Württemberg, a number of other Princes and other titled officers. The total number is 800. The list particularises the accusations against persons, whose names have been supplied by Britain, France, Italy, Belgium, Rumania, Jugoslavia and Poland.

PARIS, February 4th.
The resignation of Baron von Lerner caused a great sensation in Conference circles.

The Allied representatives have been hurriedly summoned, and are now considering the situation. Baron von Lerner, interviewed by Reuters representative, said that he resigned his own responsibility in order not to embarrass his own Government. He returned the list to M. Millerand. He had no option, he declared, in the matter, owing to his repeated declaration that no German official could be found to transmit such a list to Berlin. He was leaving for Berlin immediately.

HUNGARY.

LONDON, February 3rd.
Reuters understands that the time limit given to Hungary to reply to the Allied terms have been extended until after the assembling of the National Assembly at Budapest on February 24th.

U.S.A. AND GREAT BRITAIN.

WASHINGTON, February 2nd.
The British Charge, Mr. Carter Glass, has handed to Mr. Carter Glass a statement from London positively asserting that Britain does not seek further loans from the United States. On the contrary, she is desirous of reducing her outstanding obligations.

DISTURBED IRELAND.

LONDON, February 2nd.
Dublin Castle states that altogether 63 Sinn Feiners were arrested in Ireland on January 31st. They were taken in connection with the recent municipal happenings.

LONDON, February 3rd.
It is officially stated that the arrested Sinn Feiners are detained under the Defence of the Realm Act as members of illegal organisations. Many are known to be members of the Irish Republican Army.

NEW YORK, February 3rd.
After hearing a brief address from Mr. de Valera, the State assembly passed a resolution asking the United States Government to extend its recognition to the Irish Republic on President Wilson's principle of self-determination.

LONDON, February 3rd.
A patrol of constabulary military at Limerick was fired on by a party of civilians. The former returned the fire, killing at least one civilian. A number were injured.

THE RAINLEY BY-ELECTION.

RAINLEY, February 2nd.
The members of the United Irish League have unanimously decided to recommend the Irish electors to vote for Mr. Biggar.

ADMIRAL LORD JELlicoe.

LONDON, February 3rd.
Admiral Lord Jellicoe, accompanied by Sir Robert Borden, landed at Portsmouth this afternoon.

THE WAR ON BOLSHIEVISM.

LONDON, February 6th.
It is semi-officially stated that the Bolsheviks are still 60 miles from Plesetsk. In the north Crimea, the Volunteers apparently maintain their hold on the isthmuses of Perekop and Chongar, which are easily defensible.

The Cossacks have taken large numbers of prisoners, as well as four guns, in the fighting on the Manist.

LONDON, February 3rd.
Reuters learns that the Bolsheviks have captured Nikolai and are advancing towards Ochakov further, that the chances of defending Odessa are considered very doubtful.

Meanwhile, it is noteworthy that there is up to the present no confirmation of the Ukrainians' claim that they have captured Odessa.

PARIS, February 2nd.
It is reported that General Denikin has retaken the very important isthmus of Perekop.

A Bolshevik wireless message says:—In the Perekop region, our troops forced back the enemy fourteen miles to the south of Perekop.

LONDON TO THE CAPE.

CAIRO, February 3rd.

The Vickers-Vimy machine, which left London on January 28th, has arrived here. It is on its way to the Cape.

PRESIDENT WILSON.

WASHINGTON, February 4th.
An official statement says that President Wilson caught a cold a few days ago, and narrowly escaped influenza.

President Wilson is steadily recovering from his old illness, and is now able to leave about the second floor of White House unaided.

AMERICA AND THE TREATY.

WASHINGTON, February 2nd.
The Republican leaders have decided to vote with the Democrats in a movement to bring the League Treaty back before an open meeting of the Senate.

Senator Lodge has given notice that he will move a resolution on February 5th, in favour of suspending the rules in order to proceed with the consideration of the Treaty.

BUSINESS NOTICES

**BE PREPARED
FOR THE RAINY DAYS.**
— NEW STOCKS OF —
RAIN COATS
JUST RECEIVED
— ALL QUALITIES —
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Specialist in Men's Wear.
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Adds, Subtracts, Multiplies, Divides.

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NOTICES.

G. P. LAMMERT.

AUCTIONEER, APPRAISER
AND SURVEYOR.

Public Auctions.

INTIMATIONS.

HONGKONG GYMKHANA CLUB.

THE ANNUAL GENERAL MEETING of Members will be held at 3.15 p.m. on MONDAY, 15th February 1920, in the rooms of the Hongkong Jockey Club, 18 Charter Road.

Business:—To receive the Committee's Annual Report and Statement of Accounts. To elect a new Committee for the ensuing year.

Any other business that may arise.

H. R. L. DOWRIGG,

Hon. Secretary.

REPULSE BAY HOTEL.

RACE WEEK.

DINNER DANCES will be held on the following evenings:—

WEDNESDAY, 11th February.

THURSDAY, 12th February.

FRIDAY, 13th February.

SATURDAY, 14th February.

Special Table D'Hotel Menu at \$3.00 per head.

Bookings can be made at the Hongkong Hotel Main Office or direct with Repulse Bay.

Telephone No. 881.

SUNDAY, 15th February.

ORCHESTRAL CONCERTS will be held during Tiffin and Afternoon Tea.

HONGKONG BOXING ASSOCIATION.

PRESIDENT:—His Excellency Sir R. F. Stubbs, K.C.M.G., Governor.

CHAIRMAN:—His Honour Sir William Rees Davies, B.C., Chief Justice.

THIRD TOURNAMENT.

At "The Ring" Volunteer Headquarters, Public Ground (adjoining Lower Peak Tram Station). Specially constructed Matched, capable of holding 2,000.

SATURDAY, FEBRUARY 14th, 1920, at 9.15 P.M.

1.—20 Round Contest for the Welterweight Championship of the Colony, and the Mounted Police Reserve B.T.

Between Sgt. "Sky" Kerrison, R.N.Y.P. (Holder),
And Stoker Eddie Walters, H.M.S. "Hawkins" (Challenger).

2.—15 Round Contest for the Middleweight Championship of the Colony, and the "Hongkong Daily Press" Belt.

Between Pte. J. H. Mason, R.M.L.I., H.M.S. "Hawkins,"
And C.E.R.A. Lee, H.M.S. "Ambrose."

3.—8 Round Contest for the Amateur Lightweight Championship of the Colony.

Between John Maher, ex-Driver, R.G.A. (Holder),
And Sgt. Ward R.N.Y.P. (Challenger).

4.—6 Round Middleweight Contest.

Between E.A. Ferguson, H.M.S. "Ambrose,"
And Seaman Willoughby, H.M.S. "Hawkins."

5.—6 Round Lightweight Contest.

Between Ship's Cook North, H.M.S. "Carleton,"
And Corporal Cook, R.M.L.I., H.M.S. "Hawkins."

6.—6 Round Featherweight Contest.

Between Saman Webb, H.M.S. "Ambrose,"
And Seaman Deemhart, H.M.S. "Hawkins."

Prize:—Reserve, \$5. (Ringside raised seats) and \$1. (Ringside Ground level seats).

Unreserved \$1.

DOORS OPEN AT 8.30 P.M.

BOOKING AT MOUTRIE'S as follows:—

WEDNESDAY, FEBRUARY 11th.

Members (and their guests) of the Hongkong Boxing Association only.

THURSDAY to SATURDAY, Feb. 12th to 14th, General Booking.

CASH BOOKING ONLY.

REFEREE:—Messrs. H. J. Gedge, (Official Referee) W. Logan, A. Murdoch and Major Rapson D.S.O.

G. W. THOMSON, Hon. Secretary.

J. C. WILDIN, Manager.

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JUST RECEIVED

from AUSTRALIA a large shipment of LACTOGEN, UNSWEETENED CONDENSED MILK, STERILIZED NATURAL MILK, MALTED MILK and SWEETENED COCOA and MILK, sold at very reasonable prices owing to the present high rate of Exchange, especially for Retailers.



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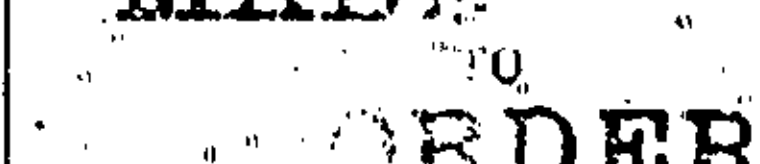
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JAPANESE MAKERS.

Every kind of Footwear

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47 & 48, CORNHILL STREET,

HONGKONG, MARCH 20, 1914.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.

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"CAPSTAN NAVY CUT"

CIGARETTES.

Fresh Stocks of
MAGNUM SIZE
ARRIVED.
SOLD IN TINS OF 50

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

THE ATLANTIC
AEROPLANE.PRESENTED TO THE
NATION.

In the new Science Museum at South Kensington a temporary aeronautics exhibition has been opened, and here the Vickers-Vimy, Rolls-Royce aeroplane, which was piloted across the Atlantic by Captain Sir John Alcock and Lieut. Sir A. Whitten Brown, was presented to the nation by Messrs. Vickers Ltd. and Messrs. Rolls-Royce Ltd., as the central treasure of a most interesting collection of aviation relics says the *Daily Telegraph*. It was in 1912 that an early exhibition of apparatus illustrating the application of scientific principles to the study of aeronautics was held in one of the galleries of the eastern part of the museum, which were then about to be demolished to make way for the new building. That exhibition brought together many valuable objects of historical and scientific interest, and at its close there remained for the permanent collection a good series of examples illustrating important points of departure in aviation. The advances since then in aerial science and practice have been great and varied, and it is the object of the museum authorities to add to their nucleus a well-balanced selection of exhibits in illustration of the progress made from time to time. This expansion is being carried out under the advice of experts.

The Vickers-Royce machine which crossed the Atlantic occupies considerable floor space in the centre of this exhibition. One of its two immense Rolls-Royce engines of 360 horse-power lies on the floor immediately in front of the fuselage to facilitate inspection. A raised platform gives access to the two-seater cockpit in which the two plucky aviators spent those thrilling fifteen hours and fifty-seven minutes of the flight, from the afternoon of June 14, 1919, to the following morning.

Originally, as was told at a luncheon given yesterday at the Hydo Park Hotel by Messrs. Vickers and Messrs. Rolls-Royce, the machine was one of a number of standard bombers which would assuredly have bombed Berlin but for the armistice. It was in no sense a special machine, but certain alterations were made in it to carry a crew of two for a 2,500 miles direct journey. The petrol tank was much enlarged, so that in place of bombs it could carry 870 gallons of petrol, and 50 gallons of oil. The engine and propellers were undamaged on arrival.

In fact, the whole machine was perfect, and had it not been for the unfortunate fact that an Irish bog was mistaken for a green field in landing in Ireland there is no doubt the flight direct to London could have been accomplished. So far as the engines are concerned, there is

no visible sign of wear. In fact, they might be brand new from the works at Derby. From the moment the "Vimy" took off to Newfoundland to the time of landing in Ireland the two Rolls-Royce engines never once faltered. The engines covered the distance between America and Ireland at an average speed of 117 miles an hour.

PRINCE OF WALES'S INTEREST. In the unavoidable absence of the Prince of Wales, the President of the Board of Education, Dr. P. E. Ogilvie presided at presentation.

The chairman indicated that the Prince of Wales had intended to be present, and had wired saying that he hoped to inspect the famous machine at an early opportunity. Mr. H. A. L. Fisher sent a message stating that he had received an unexpected call to a conference at Downing-street, and that nothing except a matter of extreme urgency, which could not have been foreseen, would have prevented him from being present. Mr. Churchill also wrote regretting that he was unable to be present.

Mr. Douglas Vickers, in making the presentation, said that great as the achievement in crossing the Atlantic by aeroplane was, he thought the flight to Australia was, perhaps, greater. The flight to Australia was performed in 120 hours, which shows that while letters might be carried from this country to Australia in a week (Cheers). But after all, it was not the machines, wonderful as they were, which counted so much as the pilots. To start off into the unknown, flying without any arrangement of ships, trusting to the stars, and rarely seeing the sea—surely this was one of the most splendid records of endurance and pluck of our race among our many splendid records. (Cheers.)

Mr. Claude Johnson, responding for Messrs. Rolls-Royce, in the unavoidable absence of the chairman, said that the memoranda of the engineers who built the famous machine, Mr. Royce, had been put into book form and showed the amazing amount of thought and care which went to the accomplishment of the machine. The book was known irreverently as the Rolls-Royce bible, and a copy was given to every one of their young engineers. Mr. Johnson suggested the erection of a monument to the men who crossed the Atlantic, not in Ireland, but in London.

Sir Alfred Mond, his Majesty's Commissioner of Works, who arrived late, owing to a motor-car breakdown, said it was obvious that we were only at the beginning of this marvellous new mastery of the air. What would happen in the next ten or twenty years could not be foreseen but, with such pilots and such engines as we had Britain possessed an enormous advantage by which to maintain the supremacy of the air, which she had upon the sea. (Cheers.)

IMPORTANT INSURANCE
AMALGAMATION.TWO EIGHTEENTH CENTURY
CONCERNS.

It is officially announced that the directors of the Phoenix Assurance Co., Ltd., and the Norwich Union Fire Insurance Society, Ltd., have agreed on a basis for a provisional agreement for the fusion of the two companies. This preliminary announcement is made at the earliest possible date to protect the interests of the shareholders says the *Journal of Commerce*. Terms will be announced shortly.

It is understood that each company will maintain its present organisation. The arrangements if carried into effect will produce a very powerful combination, and should be greatly to the interests of the shareholders of both companies.

By this fusion the interests will be merged of two of the oldest insurance companies in existence. Both companies date back to the eighteenth century, the Phoenix having been established in 1782, and the Norwich Union in 1797. The Phoenix has an authorised and subscribed capital of £3,210,650 of which £125,855 is in 309,755 shares of £10 each, with £1 paid, and £113,180 (Pelican) fully-paid shares of £1. The shares were formerly £50 each £5 paid, and £5 fully-paid respectively, but were sub-divided in 1918. Of the fully-paid £5 shares 14,266 were issued on the amalgamation of the Pelican and British Empire Life office with the Phoenix, in 1908, and a further 8,934 shares on the amalgamation with the Law Life Assurance Society in 1910. The Pelican was prior to the amalgamation referred to the oldest British joint stock company confining its operations to life assurance. It was originally founded in 1797, by the directors of the Phoenix, as a friendly institution, and the two companies during their long independent careers were closely allied for business purposes. The Phoenix Company is one of the most important in the country in the department of fire business having a very large foreign and colonial as well as home fire business. By the absorption of the Pelican and Law Life Companies it also became a great life office, in 1907 it commenced the transaction of accident business, and in 1910 it embarked in marine insurance. Its operations in this field became of more importance with the acquisition as from July 1, 1911, of the undertaking of the Union Marine Insurance Company, and were further strengthened by the acquisition of the shares of the Northern Maritime Insurance Company in 1917.

(Continued on Page 9.)

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INSPECTION INVITED.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, MONDAY, FEB 9, 1920.

OUR HARBOUR.

Very nearly a year ago now the *China Mail*, in a series of special articles and interviews, was calling attention to the increasing size of ships, and reminding the Government that it was Hongkong was to maintain its position as a port, preparation must be made for the larger shipping that must be expected when trade resumed. We pointed out what Manila, Shanghai, and Japanese ports were doing. It looks as if we ought to keep on repeating ourselves, in order to save the little bit of kudos we earn by being always up-to-date and first in the field, for others come along at a later date and air our little stunts as their own. We don't say that he was aware of it, but when Jardine's taipan spoke at the Wharf and Godown meeting on Friday about improving our harbour, he used words that might have been lifted bodily from the *China Mail*. Nor can he say that he didn't read them in the *China Mail*, for he did use to read us, or otherwise he would never have discovered that he didn't like the general tone of our paper. The prevailing tone of our paper, as everybody else knows quite well, has always been one of alert anxiety for the prosperity of the port in which we earn our living. We are often asked for "constructive" criticism, and we take it the Government will now ask Mr. John Johnston what it is that he wants them to do. They may even suggest that it is up to the Wharf and Godown Company to set a good example by providing bigger and longer wharves for the big ships, so as to eliminate a lot of the lighter work which is a very tedious, expensive, and old-fashioned way of handling cargo in such an important port as ours is. The company is proposing extensions, but so far as we can see, not big enough. The Government having already taken over the moorings, with excellent results, though the "interests" opposed it bitterly, might now take a look round and see if there is nothing else to take over. What about all the wharves and godowns, to be administered by a Port Authority for the benefit of trade generally? This is a suggestion we submit for others to digest and develop. The suggestion that the committee entrusted with the investigation of our economic resources should consider harbour development may have been ironic. It could hardly have been seriously meant. For such important studies we need a very different committee.

If we are to have improvements at all, they should be drastic enough to provide a sufficient answer to all competitors. We would like to see the unofficial members and the Harbour Master appointed on a committee to report on the direction. How to bring Hongkong Harbour up to date and make it so efficient and capable that its lead cannot be challenged for generations to come.

ADVERSARIA.

Our Chamber of Commerce asked our GERMAN. Government for a definite expression of opinion as to our duty and our rights in the matter of trading with Germany and Austrians. The reply is in effect that until the King in Council declares the war over, they are still enemies and the Ordinance forbidding trade with them is still in force; but new business with them is lawful under general licences published. Business outstanding is still restricted. This may be "definite," but it is also ridiculous. The exchange of ratifications should have automatically wiped out all; and if Britons are going after the Teutonic trade at all, they should not be held back, pending formal proclamation, until other people have stepped in and snapped it up. As a matter of fact, Britons at home are already after it, the Americans and French having first had a good start.

When we refer to SOUTH COAST to this scheme "DEVELOPMENT" as "iniquitous" SCHEME, we puzzled several readers. Sorry. What we meant was that this seemed to be another case of "sitting on" development. A private syndicate was given rights before the war which it has made no attempt to exercise, and it is standing in the way of smaller, individual offers. It should be called upon to make good or to quit.

He says "the Governor moved freely among his guests." We can only suppose the reporter expected the poor man to sit on a high throne remote from them.

A good deal of nonsense has been talked during the weekend about the distressing accident by which a lady golfer knocked out a sailor's eye. Some people seemed to be more sorry for the lady than for the sailor. It is, of course, very unpleasant for Mrs. Maitland, but no one dreams of blaming her in any way. Our sympathy should be for the sailor, who will presumably have to leave the Service, probably without a pension. Although this is the first accident of the kind we know of, there have

been many narrow shaves, and the *China Mail* suggests that it is worth while to arrange that there will not be another. No golf should be allowed at Happy Valley after noon. It is the only place our service lads have for recreation, whereas the golfers have other places. If the Happy Valley links were closed during the afternoons, no hardship would be done, and the public safety would be better assured than it is now.

The Adversarian and his O.B.E. friends are working for Better Order in the British Empire. It's coming. Before investiture there must be devastation. Some men M.G.

Banking seems to be a profitable business. We have suspected it for a long time. If the Bank of East Asia Ltd. in its very first year, made over \$1,300 a day for every working day of the year, what must the big banks be doing? We must cut down the whisky and buy bank shares.

The other papers THE MANILA have been making SCARE. virtuous remarks about the rumour mongers in connection with the scare of a big catastrophe at the Manila Carnival. The public has a short memory, so we had better point out that the *China Mail* was the only one that didn't rush into sensationalism right away. Our headline was "What has happened in Manila?" and at the end we said all the talk of thousands of deaths lacked foundation.

The appalling cleverness of the Geddes family continues to appal. See his pronouncement at Dover? If Holland definitely declined to give up the Kaiser, he said, and claimed the right under international law to give him sanctuary, she must send him to one of her territories outside Europe. Isn't it obvious that if we can coerce Holland to that extent we can coerce her into giving up the old Hun?

FUNERAL.

THE LATE MRS. HAYNES.

The funeral of the late Mrs. Harry Haynes, Matron of King Edward Hotel, took place on Saturday afternoon. The Rev. J. Kirk Macdonald conducted the service. Among those present at the graveside were: Mr. F. G. Becker, Mr. and Mrs. Steel, Mr. Budge, Mr. and Mrs. W. H. Walker, Mr. and Mrs. Course, Mrs. and Miss Hammes, Mr. A. Henderson, Mrs. Walker, Mr. A. Mody, Mr. Bonvan, Mr. N. J. Farrell, Madame Flint, Mr. and Miss Manuk, Mr. Manuk, Mr. and Mrs. Johnston, Mr. R. Henderson, Mr. McFavish, Mr. Hodge, Mr. and Mrs. Baum, Mr. and Mrs. Morrison, Mr. H. Underwood, Mr. and Mrs. Pearson, Mr. A. K. Rahman, Mr. Choi Shing, Dining Room Boys, Mr. W. Nicholson, Mr. and Mrs. Grimshaw, Mr. J. Mitchell, Mr. John Rodgers, Mr. J. Rodgers, Mr. G. Rodgers, Mr. and Mrs. Laurissen, Mr. D. McNeill, Miss McNeill, Mr. J. Grimshaw, Mr. J. B. Spiers, Mr. J. Stewart, Mr. A. Smith, Mr. F. C. Todd, Mr. A. Stalker, Mr. H. B. Bridge, Capt. Hall, Mr. S. Baker, and Mr. Bolton.

Among those who sent wreaths were the following: "Loving Daughter Dolly," Mr. W. Budge, Mr. and Mrs. Baker, Mr. J. McCormack, Mr. and Mrs. Taggart, Mr. T. B. Culhane, Hongkong Hotel, Ltd., Mr. and Mrs. Beaupere, Mr. Lo Kong Ching, Madame Flint, Mr. and Miss Manuk, Capt. and Mrs. Laing, Mr. A. Jenkins, Mr. and Mrs. Melver, Capt. and Mrs. Stewart and family, Mr. and Mrs. Tolan and family, Mr. H. N. Moody, Mr. Choi Shing, Mr. A. Harrison, Mr. and Mrs. Harrison, Mr. and Mrs. Thomas Neave, Mr. and Mrs. J. McCormack, Mr. and Mrs. Pearson, Mr. and Mrs. Chai Ho, Mr. A. K. Rahman, Mr. J. B. Spiers, Mr. and Mrs. A. Course, Mr. John Grimshaw, Mr. James Stewart, Mr. and Mrs. Suter, Mr. and Mrs. McNeill, Mr. D. McLaren, Mr. and Mrs. Purvis, Mr. H. E. Scriven, Captain and Mrs. McAlister, Mr. J. Stewart, Mr. and Mrs. J. S. Smith, Bed-room Boys, Mr. and Mrs. Henley, Mr. and Miss Farrell, Mr. and Mrs. Gregory, Mr. F. L. Todd, Mr. and Mrs. and Miss Hammes, Mr. J. McCubbin, Mr. McFavish, Mr. and Mrs. Bunje, Hongkong Hotel Co., Hongkong Football Club, Dr. Spillane, Mr. and Mrs. Asger, Mr. and Mrs. Watson, Canton, Mr. and Mrs. Stewart, Mr. R. Henderson, Capt. and Mrs. Lidell, Mr. A. Robertson, Mr. A. Stalker, Mr. J. Waldron, Mr. and Mrs. J. Walker, Mr. F. H. Smith, Mr. F. G. Becker, Mr. G. M. Shaw, Mr. A. W. Smith, Engineers' Institute, Mr. A. M. Simpson, Mr. R. J. Wilton, Bed-room Boys, Proprietors of King Edward Hotel, Mr. and Mrs. J. Mitchell, Mr. T. Saunders, Mr. and Mrs. E. A. Walker, Mr. and Mrs. Titmas, Mr. and Mrs. Grimshaw, Mr. and Mrs. D. Kilbee, Mr. and Mrs. Laurissen, Mr. and Mrs. H. Underwood, Mr. and Mrs. Bridger, Mr. and Mrs. D. Steel, Mr. R. Seenderam, Mr. J. Rodgers and family, Mrs. and Miss Subbings, Capt. S. Bell Smith, Mr. and Mrs. Mitchell, Mr. R. H. North, Mr. F. Gomes, Mr. and Mrs. G. A. Burns, Mr. and Mrs. Spiers, and Mr. W. Nicholson.

SPECIAL CABLES.

ROUGH JUSTICE.

[CHINA MAIL SPECIAL.]

SHANGHAI, Feb. 7. An amputation has been performed, removing the legs of the coolie charged with murdering the late Mr. Weiss. His legs were frostbitten while in jail. His trial is expected to follow shortly.

CANADIANS IN SHANGHAI.

[CHINA MAIL SPECIAL.]

SHANGHAI, Feb. 7. The Shanghai Canadians have formed a Canadian Association of China, with Dr. J. W. Ross, Canadian trade commissioner, as president and Dr. D. MacGillivray as vice-president. Canadian war films are shortly arriving for the purpose of exhibition. Healthy energy is being manifested in Shanghai to recapture the British prewar commercial supremacy.

LOCAL AND GENERAL.

Today's dollar is worth 6s. 3d.

There will be a meeting of the Church of England Men's Society in the Chinese Language School rooms, to-morrow night at 9 o'clock.

Mr. Avery, foreign manager of the Asiatic Banking Corporation, is due in Hongkong on the "Korea Maru" within the next few days.

Consignees of cargo ex. s.s. "Shidzuoka Maru" are reminded that all goods remaining undelivered after to-morrow will be subject to rent.

The annual general meeting of the Hongkong and Macao Steamboat Co., will be held at the Company at noon to-morrow.

All Chinese was charged with attempting to export \$50 in subsidiary coins. Sergeant Fallon stated that the man was a hotel runner and ought to have known the regulations. Defendant said that a man asked him to take the money to the country. The silver was impounded.

The "Kashmir" has arrived. She left London on December 24, and had the new Singapore Governor aboard. Mr. W. Holt (the shipping magnate) with Mrs. and Miss Holt, came to Hongkong with her. They had fine weather till they entered N.E. monsoon, which put up a rough sea. The "Kashmir" expects to leave to-morrow.

Canton Times reports the death at Shanghai on Friday of Mr. Herbert Fullerton Dent of Surbiton, Canton and Macao at the age of 73. Mr. Dent was a partner in the well-known firm of Herbert Dent and Co., of Canton, Macao, London and Lyons, well-known particularly as silk dealers. The name has long been connected with the Far East.

A Chinese was charged before Mr. N. L. Smith at the Magistracy this morning with being in possession of two daggers, part of a revolver, and several hundred rounds of ammunition. Defendant, who had lately arrived from America, stated that he did not know the regulations. The contraband belonged to a deceased relative. Sergeant Fallon stated that the contraband was cleverly concealed in the false bottom of a trunk. Mr. Smith fined defendant \$250.

A Chinese widow has reported to the Police that three men entered her premises on the evening of February 8th, after knocking at her door, and representing that they had a parcel to deliver. One of the men was armed with a revolver and the other carried torches. The armed man threw her down on the ground and the rest ransacked the premises and stole property to the value of \$50. They remained in the house for about five minutes and then decamped.

Mr. Frank Edwards Rhodes, an official of the Philippine Vegetable Oil Co., arrived here on January 24th on the s.s. "Colombia" to look over the boat "Tancarville" on which is being made into a tanker for carrying coconut oil. This work is being done by the Hongkong Whampoa Dock Co. at Kowloon; the steamer expects to be ready to sail the coming week when she will proceed to Manila and load a full cargo of coconut oil for Rotterdam. The agents in this city for the Philippine Vegetable Oil Co. are Messrs. Gibb Livingstone and Co., Mr. Rhodes expects to sail for Shanghai on business in connection with the Co. the coming Thursday. He is staying at present at the Hongkong Hotel.

A FORTY YEARS' TEST.

HAMBURGAIN'S Cough Remedy has been curing coughs and colds for the past forty years and has gained popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

YACHTING.

THE ROYAL HONGKONG YACHT CLUB.

The seventh Championship Event for racing yachts was sailed off on Saturday, the 7th inst., in drizzling rain and a variable wind.

The wind changing during the race caused nearly all the sailing to be done with a free wind and brought about some interesting results. "Colleen" secured her first win in the Handicaps by saving her time, whilst "Jessica" (though second over the line was unable to save her time to two yachts. "Alisa" scored her fourth win. "Daphne" and "Halcyon" being too interested in their own immediate contest, let her slip away to win by a good margin. "Dawn" beat "Urula" outright and got the first win, whilst "Sirius" was successful in saving her time and securing second place. "Joan" though finishing in front, could not save her time from "Gael," who, by notching her first win, improved her chances of securing second position in the Championship.

The Handicaps sailed the N. Fairway Buoy (S), Stonecutters (S), course of 10 miles and the other classes Stonecutters (S), 9.0 miles.

HANDICAP CLASS.

(Start at 2.30 p.m.)

Yacht.	Handicap on Course.	Finishing Time.	Corrected Time.
Dione	owes 50"	5:03.07	5:03.57
Rolla	owes 1'40"	4:56.04	5:57.44
Jessica	1'40"	5:02.16	5:00.36
Dorothea	5'00"	5:02.47	4:57.47
Colleen	7'30"	5:02.44	4:56.14
Diana	7'30"	D.N.S.	
Ayesha	7'30"	D.N.S.	
Position.	Points for race.	Points to date.	
(1) Colleen	8	34	
(2) Rolla	6	42	
(3) Dorothea	5	44	
(4) Jessica	4	27	
(5) Dione	3	34	
(6) Diana	—	—	
(7) Ayesha	—	—	

ONE DESIGN CLASS.

(Start at 2.35 p.m.)

Yachts.	Handicap on Course.	Finishing Time.	Corrected Time.
Alisa	owes 2.1"	5:13.09	5:20.24
Bonita	scratch	5:30.36	5:30.36
Daphne	owes 2.15"	5:27.19	5:29.24
Halcyon	scratch	5:26.54	5:26.54
Position.	Points for race.	Points to date.	
(1) Alisa	5	26	
(2) Halcyon	3	19	
(3) Daphne	2	24	
(4) Bonita	1	6	

HEYWARD HAYS CLASS.

(Start at 2.40 p.m.)

Yachts.	Handicap on Course.	Finishing Time.	Corrected Time.
Sirius	Scratch	5:36.33	5:35.33
Urula	owes 4'30"	5:33.12	5:37.42
Dawn	Scratch	5:30.34	5:30.34
Liza	D.N.S.		
Owl	D.N.S.		
Position.	Points for race.	Points to date.	
(1) Dawn	6	23	
(2) Sirius	4	26	
(3) Urula	3	39	
(4) Liza	—	—	
(5) Owl	—	—	

GAEL CLASS.

(Start at 2.45 p.m.)

Yachts.	Handicap on Course.	Finishing Time.	Corrected Time.
Gael	Scratch	5:31.33	5:31.33
Toinette	owes 1'30"	5:30.09	5:36.39
Joan	owes 3'00"	5:36.11	5:36.14
Theda	Scratch	D.N.S.	
Ashore	215"	D.N.S.	
Dorothy	215"	D.N.S.	
Position.	Points for race.	Points to date.	
(1) Gael	7	33	
(2) Joan	4	41	
(3) Toinette	4	36	
(4) Bonita	—	11	
(5) Theda	—	—	
(6) Dorothy	—	—	

RENT PROFITEERING IN MANILA.

Forced by the circumstances of living, says the *Manila Times*, the tenants of the city are planning to form an organisation to unite their energies in their present campaign against exorbitant rents. According to the present plan of the labour leaders, the following has been agreed upon:

To organise a union of tenants so that through all legal means they may protect their interests and welfare.

To prepare a message to the Governor General and the Philippine Legislature so that house and land rents may be regulated by the Government.

To suggest all measures that the executive committee may think beneficial to the masses.

To hold popular meetings in all the city districts to explain to the people the objects of the organisation.

A list of meetings has been already announced.

GOVERNMENT HOUSE GARDEN PARTY.

MEN RETURNED FROM THE FRONT ENTERTAINED.

Hongkong men who had served in the war were entertained at Government House, on Saturday, by His Excellency the Governor. The function was originally intended to be an open air one but owing to the inclement weather the ballroom and adjoining rooms were used. All say it was a pleasant party. His Excellency, assisted by his A.D.C., his Private Secretary and Lieut. McConnell, Hon. A.D.C., did everything that could be done to provide enjoyment for the guests. The band of the Wiltshires provided the necessary music and refreshments were served on the verandah of the ballroom. There were approximately 150 men who had seen service and many of them bearing scars of wounds received in the fighting lines.

Among the guests whom his Excellency the Governor had invited to receive the veterans were those who attended the Investiture: His Excellency Vice-Admiral Sir A. M. Duff, K.C.B., with Miss Duff, and Flag-Lieut. R. R. Stewart, R.N., His Excellency Major-General F. Ventris, C.B., Commodore V. G. Gurner, R.N., Mrs. Gurner, Miss S. Gurner, and Miss D. Gurner. Sir William and Lady Rees-Davies, the Hon. Mr. Claud Severn, C.M.G., the Hon. Sir Paul Chater, C.M.G., the Hon. Mr. W. Chatham, C.M.G., the Hon. Mr. J. H. Kemp, C.B.E., the Hon. Mr. E. H. Sharp, O.B.E., Mr. A. G. M. Fletcher, C.B.E., and Mrs. Fletcher, Mr. N. J. Stabb, O.B.E., and Mrs. Stabb, M.B.E., the Hon. Mr. R. O. Hutchison, M.B.E., and Mrs. Hutchison, the Hon. Mr. E. R. Hallifax, O.B.E., and Mrs. Hallifax, Mr. C. G. Alabaster, O.B.E., Mr. C. C. Hickling, and Mrs. Hickling, M.B.E., Mr. G. M. Young, M.B.E., Mr. J. A. E. Bullock, M.B.E., and Mrs. Bullock. There were also present at the Garden Party the Right Rev. G. H. Lander, D.D., Bishop of Victoria Hongkong, and Mrs. Lander, the Hon. Mr. E. D. C. Wolfe, Captain-Superintendent of Police, and Mrs. Wolfe; Lieut.-Col. W. Loring, C.M.G., D.S.O., and Mrs. Loring, Col. J. R. and Mrs. Young, Lieut.-Col. J. R. and Mrs. Wyndham.

VETERANS OF THE WAR.

Among those who were invited were: Mr. T. W. Ainsworth, Mr. A. Anderson, Mr. and Mrs. W. J. Carrie, Mr. and Mrs. R. Cavalier, Mr. G. J. Chambers, Mr. and Mrs. W. G. Clark, Mr. T. Dalin, Mr. J. Deakin, Mr. and Mrs. B. D. Evans, Mr. and Mrs. J. C. Fletcher, Mr. and Mrs. A. T. Hamilton, Mr. J. A. Howe, Mr. S. Kelly, Mr. J. O. Kille, Mr. W. Knight, Mr. E. B. Lambert, Mr. P. Langman, Mr. J. D. Lloyd, Mr. and Mrs. S. B. B. McElderry, Mr. F. Meade, Mr. and Mrs. C. G. Mycock, Mr. C. G. Perdue, Mr. W. Pryde, Mr. A. B. Purves, Mr. J. Ralston, Captain and Mrs. B. R. H. Taylor, Mr. R. S. Vergette, Mr. and Mrs. R. C. Wittichell, Mr. H. West, Dr. W. J. and Miss Woodman, Mr. and Mrs. C. M. W. Reynolds, Mr. and Mrs. W. J. Crawford, Mr. R. R. Stople, Mr. L. Allison, Mr. P. O. Pickburn, Mr. D. C. McDonald, Dr. and Mrs. Oswald Marriott, Mr. F. Lobel, Mr. and Mrs. W. Heath, Mr. G. Mellis, Mr. A. Morley, Mr. H. W. Fraser, Mr. and Mrs. L. G. Bird, Mr. E. H. Parsons, Mr. and Mrs. C. Pryce, Mr. W. B. Cazine, Mr. A. Grant, Mr. and Mrs. C. H. Lyson, Mr. and Mrs. E. N. Wilson, Mr. T. G. Stokes, Mr. H. Jephson, Mr. Eric Carr, Mr. D. J. Purves, Sergeant J. A. Munro, Mr. W. Russell, Sergeant A. Hutchins, Mr. D. Blenkinson, Mr. and Mrs. R. Lapsley, Mr. and Mrs. N. L. Smith, Mr. and Mrs. G. R. Sayer, Mr. P. W. A. Wilkie, Mr. F. P. Lenfestey, Capt. B. N. Collis Hallows, Mr. A. E. Farrell, and Mrs. W. J. Matchin, Mr. and Mrs. H. K. Holmes, Mr. W. H. C. Robinson, Mr. and Mrs. C. D. Hall, Mr. and Mrs. H. N. Bond, Mr. and Mrs. A. O. Brawn, Mr. M. L. Ralston, Mr. A. Kirk, Mr. T. W. Hill, Mr. L. S. Greenhill, Mr. F. McD. Courtney, the Rev. E. W. L. Martin, Mr. C. Fairbrother, Mason, Mr. and Mrs. G. B. Mitchell, Mr. J. B. Walter, Mr. C. G. Adams, Mr. R. L. Moncrieff, Mr. A. D. Wallace, Mr. J. A. Clark, Mr. R. A. Green, Mr. J. A. Travers, Mr. R. H. Chappell, Mr. J. W. R. McPhail, Mr. E. H. Farrell, Mr. and Mrs. G. K. Chatham, Mr. and Mrs. H. J. H. White, Mr. and Mrs. E. I. Grant-Smith, Mr. and Mrs. C. H. Summers, Mr. G. White, Mr. N. B. Maher, Mr. J. S. McCann, Mr. and Mrs. A. B. Didsbury, Mr. E. Sears, Mr. H. Green, the Rev. Mr. and Mrs. Updell.

LAUNCH AT TAIKOJ DOCKS.

THE "WAR CORONET."

The s.s. "War Coronet" was launched at noon on Saturday from the building yard of the Taikeo Docks, the naming ceremony being gracefully performed by Mrs. G. M. Dodwell as the vessel commenced to move down the ways.

This vessel is the fourth of the 8,000 ton deadweight standard steamers built by the Company to the order of the Ministry of Shipping.

and A. Neal. Several other members of the Police Force were unable to attend the Garden Party owing to being on duty.

The following was the programme of music presented by the Band of the Wiltshires:—

1. March. (Folio Bergere, Fletcher)
2. Overture (Poet and Peasant, von Suppe)
3. Selections (The Gondoliers, Sullivan)
4. Gavotte (Les Cloches de St. Malo, Rimmer)
5. Waltz (Smiles, then Kisses, Ancliff)
6. Selection (Arlotte, Nevello)
7. Song (Berceuse du Joycelyn, Godard)
8. Dances (From Robin Hood, 1, 2 and 3, Running)
9. Selections (The Maid of the Mountains, Fraser-Simson)
10. Polonaise (Masken, Faust)

COMPANY MEETING.

THE BANK OF EAST ASIA, LTD., HONGKONG.

The first ordinary yearly meeting of the Bank of East Asia, Ltd., was held at 3 p.m., on Saturday, at its registered office, No. 2, Queen's Road, Central.

Mr. Pong Wai Ting presided, and there were present Messrs. Chow Shou Son, Li Koon Chun, Fung Ping Shan, Kan Ying Po, Wong Yun Tong, P. K. Kwok, Mok Ching Kong, Ng Chang Luk, Chan Ching Shek (Directors), Kan Tong Po (Chief Manager), Li Tse Fong (Asst. Manager), and a number of shareholders.

The Chairman said: Gentlemen, You will notice from the accounts which have been in your hands for some time that the results of the Bank's working for the first year is most satisfactory. I will with your permission take them as read. The net profit for the year amounts to \$370,268.68, with which it is proposed to deal as follows:—

To pay a dividend of 6 per cent. on the paid-up capital of the Bank, which will absorb \$120,000.00
To pay a bonus to directors, holders of founders' shares and staff ... 37,340.30
To write off organization expenses ... 7,003.74
To transfer to reserve fund ... 200,000.00
To carry forward ... 5,724.64

Though the amount of profit would justify the declaration of a higher dividend, yet, in order to place the Bank on a more solid basis, the directors propose to create out of the profit a reserve fund of \$200,000, which I trust will have the whole-hearted support of the shareholders. Besides its branch at Saigon, which was established a few months ago, and its Shanghai office, which will be opened shortly, the Directors propose to establish two other branches this year, one at Haiphong and the other at Canton. Since the Bank was opened in January last year, the deposits have gradually increased until now they are well over four million dollars. A Savings Department will be established in the course of this year, and the question of the installation of safe-deposit boxes has had the serious consideration of the Directors.

In view of the fact that the premises now occupied by the Bank are likely to be reconstructed, the Directors have recently acquired the premises next to the Netherlands India Commercial Bank, known as Nos. 10 and 10A, Des Voeux Road, Central, for the accommodation of the Head Office. The purchase will be completed sometime this year, and the Bank will move in after certain alterations have been made. I now propose that the report and accounts as circulated be adopted and that the balance at credit of profit and loss account, viz., \$370,268.68, be dealt with as proposed.

The motion was unanimously carried on being seconded by Mr. Fok Fu Ting.

The three retiring Directors, Messrs. Fung Ping Shan, P. K. Kwok and Ng Chang Luk, were re-elected on the motion of Mr. Chow Shou Son, seconded by Mr. Li Koon Chun.

The retiring auditors, Messrs. Percy Smith, Seth and Fleming, were re-elected.

LAUNCH AT TAIKOJ DOCKS.

THE "WAR CORONET."

The s.s. "War Coronet" was launched at noon on Saturday from the building yard of the Taikeo Docks, the naming ceremony being gracefully performed by Mrs. G. M. Dodwell as the vessel commenced to move down the ways.

This vessel is the fourth of the 8,000 ton deadweight standard steamers built by the Company to the order of the Ministry of Shipping.

and A. Neal. Several other members of the Police Force were unable to attend the Garden Party owing to being on duty.

The following was the programme of music presented by the Band of the Wiltshires:—

1. March. (Folio Bergere, Fletcher)
2. Overture (Poet and Peasant, von Suppe)
3. Selections (The Gondoliers, Sullivan)
4. Gavotte (Les Cloches de St. Malo, Rimmer)
5. Waltz (Smiles, then Kisses, Ancliff)
6. Selection (Arlotte, Nevello)
7. Song (Berceuse du Joycelyn, Godard)
8. Dances (From Robin Hood, 1, 2 and 3, Running)
9. Selections (The Maid of the Mountains, Fraser-Simson)
10. Polonaise (Masken, Faust)

CORRESPONDENCE.

[To the Editor of the "China Mail."]

HONGKONG AND KOWLOON
WHARF AND GODOWN
CO., LTD.

Dear Sir—I have read with much interest the Chairman's speech (as reported in the local Press) delivered at the Annual Meeting on 6th inst. and more particularly that portion which dealt with my letter of 5th. Idem to your journal.

I am pleased to learn that the Chairman is, personally, disinclined to take any notice of all anonymous letters and, therefore, congratulate myself on the fact that my letter served, some purpose and touched someone on the "raw," else why did not the Chairman follow his professional principle and ignore it?

"Interested" is a shareholder of many years' standing and is quite aware of his rights in the matter of asking questions without gratuitous advice from the Chairman on the subject.

I observe that the Chairman found it difficult to resist the conclusion that the cloak of anonymity usually conceals the critic disappointed of personal gain and that he confessed he found it difficult to trace in the matter of this letter a capacity to see further than the length of an ordinary nose.

The critic, in this instance, contrary to the Chairman's hasty conclusion, has made much personal gain on his investment and hopes to make much more in due course.

The Directors of almost all Hongkong's Public Companies are practically the same lot, whose number scarcely exceeds a score. It is not given to every shareholder to be in the happy position of the one-time salesman of the "Princely House," who, at a meeting of the Hongkong Land Investment and Agency Co., Ltd. in 1891, openly "outed" the then Chairman of that Company, who happened to be the resident Head of that selfsame "Princely House." (The Chairman of the Wharf Co., might do worse than turn up the report of that meeting and read, mark, learn and inwardly digest the subject matter of the discussion. It might prove educative.)

There are many shareholders in this colony who might wish to appear at the Annual Meetings and criticize as well as ask questions, but for many and various reasons, cannot afford to do so, hence the adoption of the immemorial custom of writing to the Press anonymously. Did they otherwise, they might incur treatment similar to that meted out to the *China Mail* by the Hon. gentleman who presides over the destinies of the "Princely House." Being a shipper of China Produce I might not be able to secure space for my shipments by any of the many steamers which the Chairman's firm controls, despite the fact that such control is exercised as Managers or Agents for the Owners only.

The question is not: "Who is the writer or author of such letters?" But rather, "Is the subject matter of the letter correct, and one for legitimate criticism?"

It is unfortunate that the Chairman, in alluding to the correspondence, saw fit to "throw mud" (both this and the attack on the anonymity of the letter being the usual refuge of one unable to meet argument by argument) by stating that he "found it difficult to trace in the matter of the letter a capacity to see further than the length of an ordinary nose," because this opening reference to the letter in question, showed plainly, that he, himself, had been led, most probably, by that organ, by some member of the Board, who probably, drew his attention to the unwisdom of allowing the letter to be ignored.

The Chairman is new to his position and I invite his attention to the figures set forth further on, which may prove worthy of a little consideration at his hands. It might also prove beneficial to him to investigate the past records of the Star Ferry Co., which is managed by the Wharf Co., and the Board of Directors of which, is always composed of directors of the Wharf Co. Therein, I opine, he will find much food for reflection, especially if he will take the trouble to inspect both companies' "Returns of Shareholders"—the Star Ferry's—say—before the calling-up of the unpaid balance of the first issue of new shares, and after the several increases of capital had been effected—the Wharf Co's say—from 1913 to 1919—and take due note of the holdings, at the different periods, of certain parties. Thereafter, he may not be so ready to cast cheap jibes at anonymous writers.

Further, since the Chairman seems so satisfied with his knowledge of the Company's affairs, past, present and future, I would invite him to ask himself and answer, in all sincerity, whether he, as Chairman, and not another member of the Board, is first and most frequently consulted by the Secretary on all and every matter connected with the Company and its business.

If he would peruse my letter he will find that my complaint was no wholly untrue; the future was being to it orally provided for (although, a matter of fact, I consider it is) but that the burden thereof was the inconsistency in dealing with profits from year to year.

But as he has referred to this aspect of the question, I would like to point out that posterity is being unduly well provided for at the expense of the present generation of shareholders, as an inspection of the figures lower down will amply prove.

On 1918 working results the Directors could have paid a dividend of \$6, and a bonus of \$2 per share, which, together with the \$16.67 representing 1/34 "cumshaw" share, would have been a magnificent distribution and it would have enabled them to carry forward to 1919 Account \$150,523.98 instead of \$40,523.95 only.

This would have permitted a dividend for 1919 of \$6 and bonus of \$2 per share (or the same as for 1918) without in any way curtailing the appropriations for depreciation and carry forward. As a matter of fact, the 1918 Accounts, if so treated, would have provided a further surplus of \$40,000 after paying \$8 in dividend and bonus for 1919. Instead of which the Directors have paid a bonus for 1919 of \$2.50 per share less than for 1918, and this, in face of the fact that all Hongkong knew the company had done better than in the previous year (it was a record year in fact) and, naturally, expected a return similar to that for 1918.

Out of 1917 and 1918 profits \$10. per share was paid in dividends and Bonuses, and, as the profits for 1919 were more than in either of those two years, the least that should have been done, would have been to make a similar distribution.

Had this been done, the distribution of 1919 profits would have been as follows:—

Profits available	\$ 939,703.23
Pay dividend of \$5 p. share	480,000.00
Pay bonus of \$4 p. share	320,000.00
Write off for depreciation	100,000.00
Carry forward to new account	39,703.23
Total	\$ 939,703.23

Can anyone see anything wrong with this?

If it was deemed satisfactory in 1918 to carry forward \$40,523.96 after writing off \$115,625 only, why, with larger profits in 1919, is it considered imperative to write off \$37,193 and carry forward \$146,382.27 more than in the previous year?

Is this consistent or is it "playing a game?"

I appreciate the proposition that the present interests of the individual should be subordinated to those of the future of the company, provided always, it be not overdone!

I respectfully submit that, in view of the great scarcity of shipping in Hongkong during the past four years, notwithstanding which the company made increasing profits each year, there is every prospect of a very great increase in the number of ships that will visit this port in this and subsequent years, which cannot fail to bring a corresponding increase to the company's business. Should this desirable event happen and extra business necessitate further expenditure for godowns, wharves, lighters and equipment, it is natural that further capital should be raised to meet such expenditure. Such capital should not be provided out of profits. It may be very nice for our successors to provide heavily out of profits for their benefit but would hardly please present shareholders.

But it must not be overlooked that Jardine Matheson & Co., Ltd., and Charter & Mody are the respective heirs-at-law to the Chairmanship and a Directorship, which may or may not have some influence on the policy hitherto followed by these parties in regard to the Company's accounts.

The following figures speak for themselves:—

1. Buildings:—	
Book value 31/12/1913	\$1,631,639.89
Less sold 1918	56,910.
Total	\$1,574,729.89

Since expended in Mezzanine floors to storage godowns and erection of new godowns	600,360.44
Total	\$2,175,090.33

Written off in 1919	25,000.
Present Book Value	\$2,150,090.33

2. Machinery & Plant:—	
Book Value 31/12/1909	\$173,015.58
Additions 1910/1914	38,817.70
Total	\$211,833.28

Written off (including \$6,222.95 realised for useless or condemned M. & P.)	191,834.28
Total	\$20,000.00

Present Book Value:—	
3. Railways & Rolling Stock:—	
Book Value 31/12/1909	\$105,778.46
Additions—1910/1914	36,438.81
Total	\$142,217.27

Written off—1910/1919	122,217.27
Present Book Value:—	\$20,000.00

4. Wharves:—	
Book Value 31/12/1910	\$435,794.79
New Wharves and rebuilding Old	593,629.67
Total	\$1,029,424.46

Written off—1911/19	505,082.97
Present Book Value:—	\$523,424.46

5. Launehes:—	
Book Value 31/12/1909	\$70,452.50
New Launehes 1913/1914	47,000.00
Total	\$117,452.50

Written off—1909	\$75,752.50
"Kowloon" over 20 years old sold for:—	
"Pelican" small pin-nace	700.00
"Albatross"	10,000.00
Total	90,452.50

Present Book Value:—	
6. Lighters:—	
Book Value 31/12/1902	\$439,182.61
Additions—1913/1918	24,589.82
Total	\$463,772.43

Written off 1909/1919	433,772.43
Present Book Value:—	\$30,000.00

Present Book Value ... \$523,424.46

... \$500,000.00

5. Launehes:—

Book Value 31/12/1909

New Launehes 1913/1914

Total

Written off—1909

"Kowloon" over 20 years old sold for:—

"Pelican" small pin-nace

"Albatross"

Total

Present Book Value:—

6. Lighters:—

Book Value 31/12/1902

Additions—1913/1918

Total

Written off 1909/1919

Present Book Value:—

7. West Point Wharf:—

Book Value 1909

Written off—1909

1919

Present Book Value:—

Carri. Ford. Equaliza- tion of Div. To Reserve. Written off. Div. & Bonus. Year. Available. 1910. 1911. 1912. 1913. 1914. 1915. 1916. 1917. 1918. 1919.

8. Distribution of Profits:—

(and 1 new share for every 3 old) issued by appropriation of \$1,000,000 from Reserve.

Thus it will be seen that the profits in 10 years amounted to no less than \$6,345,696.05 on a Capital of \$3,000,000 up to 1918 and \$4,000,000 in 1919; written off for depreciation \$1,249,928.56; placed to the Reserve \$500,000; to Equalization of Dividends \$150,000; to European Employees Provident Fund \$25,000, and paid Dividends and Bonuses amounting to \$3,360,000, besides distributing one new share for every three old shares.—Yours faithfully,

"INTERESTED."

"WALLA WALLA" MOTOR boats are built for your service.

BANK.

CROOK—F. O. at the Government Civil Hospital, to Mr. and Mrs. A. H. Crook, a son.

BANKRUPTCY COURT.

In the Bankruptcy Court, this morning, before Mr. Justice Gompertz, the following cases were dealt with:—

The Wah Hong Steamship Company (adjudged hearing of petition). Mr. G. R. Hayward asked that the hearing be adjourned sine die, which was granted.

The Fok Ming Kai firm, trading as Yuet Long Tea House (hearing petition). Mr. E. J. Lewis, of Messrs. Johnstone, Stokes and Master, said he appeared for the petitioning creditor. An interim receiving order had already been made but the debtor had not yet been served and it might become necessary to apply for an order for substituted service. He would ask for an adjournment until the bankruptcy day.

Application granted.

The Shiu Wo Cheong firm and Nam Man On (hearing petition). Mr. E. J. Lewis said here again he appeared for the petitioning creditor and an interim order had been made. In this case there were assets. The debtors were one merchants and at one time were doing very well but when the armistice was signed, contracts were broken and—

His Lordship: Oh yes, I know—when this "disastrous peace" came upon us.

Mr. Lewis said there were book debts in other countries and no doubt some of these would be realised in course of time.

A receiving order was made.

TO-DAY'S
ADVERTISEMENT.IN THE SUPREME COURT OF HONGKONG.
PROBATE JURISDICTION.

In the Goods of JEAN BAPTISTE MARIE JOSEPH MILLET late of No. 75 Boulevard Longchamp, Marseilles, in the Republic of France, Shipping Agent, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1887, and an Order limiting the time for Creditors and others to send in their claims against the above Estate to the 28th day of February, 1920.

All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 6th day of February 1920.

JOHNSON, STOKES & MASTER,
Solicitors for the Administrator
Prince's Building,
Ice House Street, Hongkong.TO-DAY'S
ADVERTISEMENTS.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the Transaction of EXCHANGE BUSINESS on WEDNESDAY, THURSDAY and FRIDAY, the 11th, 12th and 13th instant, at 12.15 a.m.
Hongkong, February 9, 1920.

HONGKONG STOCK EXCHANGE.

THE EXCHANGE will be CLOSED for business on WEDNESDAY, THURSDAY, FRIDAY and SATURDAY, the 11th, 12th, 13th and 14th instant.

By Order of the Committee,
W. LOGAN,
Secretary.
Hongkong, February 9, 1920.

Ponies! Ponies! Ponies!

PUBLIC ROUP.

THE Undersigned have received instructions to sell Public Roup on

WEDNESDAY,
the 18th February, 1920, at 3 p.m., at the Fountain, opposite the City Hall.A large number of well-known RACE PONIES
(Full Particulars from Catalogue).
Terms—Cash.HUGHES & HOUGH,
Auctioneers.
Hongkong, February 9, 1920.

JAVA-PACIFIC LUN.

NOTICE TO CONSIGNEES.

THE Steamship "TJISONDARI" having arrived from SAN FRANCISCO, consignees of cargo are hereby notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves delivery may be obtained.

No claim will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after noon the 18th of February, will be subject to rest.

All claims against the steamer must be presented to the undersigned on or before the 18th of February, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 15th of February, at 10 a.m. by the Company's surveyors Messrs. Gridard & Douglas.

No Insurance whatsoever has been effected.

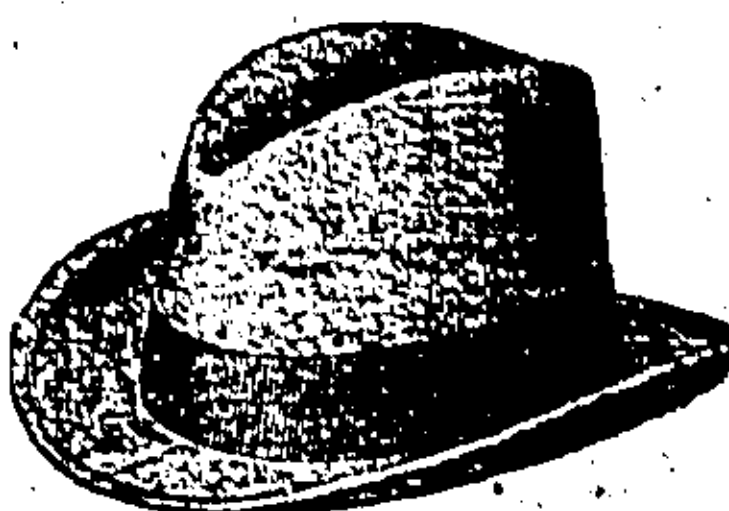
Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LUN.
Agents.
Hongkong, February 9, 1920.

NOTICES.

FOR THE RACES

THE LATEST IN SMART



HEADWEAR

FELTS AND VARIOUS

—BOWLERS—

STRAWS — CAPS

FOOTWEAR

NEW STYLES JUST RECEIVED

WE KNOW THAT

WALK-OVER SHOES



SATISFY THE MOST CRITICAL TASTE.

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18, DES VCEUX ROAD CENTRAL.

TEL 1322.

SHEWAN, TOMES & CO.

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FEDERAL TRUCKS-FISK TYRES,
HARLEY-DAVIDSON MOTORCYCLES, ARROW,
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ROBERTS, & VENN-SEVERIN MARINE ENGINES.

We stock Spare Parts also carry a complete line of Auto Accessories and Motorboat Fittings.

MOTOR CAR STORAGE

Repairs of all descriptions under European supervision.
Re-painting a specialty.

INQUIRIES AND INSPECTION INVITED.

Call at our Motor Garage
No. 7 Russell Street OR Phone 658.

NOTICE.

We have just received fresh stocks of all CUTEX preparations. CUTEX is absolutely the last thing in manure. Try it.

Peppermint, Tooth Paste, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

COLONIAL DISPENSARY.

14, Queen's Road Central. Telephone No. 1877.

TO-NIGHT! at 5.15 and 7.15 TO-NIGHT!

FIRST TWO EPISODES OF THE
SENSATIONAL TRANSATLANTIC SERIAL

"THE CIRCUS KING"

FEATURING

THE DAREDEVIL OF THE SCREEN,

EDDIE POLO.

The only New Serial Film at Present in Hongkong.

THE CRONET

TANSAN

"THE CHOICEST OF ALL CHOICE WATERS"

Do you know

THAT—for all round general health TANSAN is the most important single item of your everyday diet?

That—TANSAN is 100 per cent pure—in it not even a trace of microbe-life or organic matter?

That—standing a bottle of TANSAN in the sun for any length of time it will be found as free from growth forms of any kind as when taken from the SPRING itself?

That—TANSAN frappe more quickly in the hot chest than any other known water, thus proving a distinct difference in quality?

That—of all good, better and best Waters TANSAN is manifestly the BEST!

That—TWO HUNDRED AND ONE of the most eminent physicians of America petitioned Congress a few years ago to admit TANSAN free of Customs charges.



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JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 9 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

SAILINGS

To Macao daily at 9 a.m. (Sundays at 2 p.m.)
From Macao daily 2 p.m. (Sundays at 4 p.m.)

Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mandarins, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

S.S. "ST. ANDREW"

Sailing on or about February 8th.

S.S. "MUNCASTER CASTLE"

Sailing on or about March 23rd.

LLOYD TRIESTINO

S.S. "PILSNA"

BRINDISI, VENICE & TRIESTE
Sailing about end of March.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN,

S.S. "BORNEO MARU"

Sailing on or about 10th February.

FOR JAVA,

S.S. "RIJUN MARU"

Sailing on or about 20th February.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to—

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IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 516).

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

ATLAS MARU Sunday, 15th February.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

OSADA MARU End of February.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU End of February.

SAIGON, BANGKOK, & SINGAPORE—Regular Monthly service.

UNNAN MARU Monday, 15th February.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MADRAS MARU Sunday, 22nd February.

VICTORIA & VAN COUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.

AFRICA & ARU Wednesday, 25th February.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW and AMOY.

BOSEHU MARU Thursday, 12th February.

JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—

Y. YAMAGUCHI, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE KWONG HING LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS. KAKIUM, SHARS and IRON FOUNDERS. All work done to order and guaranteed. We have over thirty years' experience in building and repairing all kinds of steam and oil engines of 200 horse power.

Work Office: 64, Cantonment Road, Hongkong. Telephone No. 459. Shipyard: Sham-Sui-Po. Telephone No. 2.

Estimates furnished. Hongkong, April 1.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR SHANGHAI & PUKOW Feb. 10, at Noon.
MANTIA, ORBU & LOILO Feb. 12, at 3 p.m.
SHANGHAI Feb. 12, at Noon.
SHANGHAI AND TSINGTAO Feb. 12, at 11 p.m.

SHANGHAI LINE—PASSENGERS, MAIL, and CARGO. Excellent Saloon accommodation, Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woonung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

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Telephone No. 35.



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For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

"ICONIUM" About February 9.
"CROSSEYS" About February 22.
"WHEATLAND" About February 29.
"ENDICOTT" About March 16.
"ELETOR" About March 30.

For PORTLAND direct.

"MONTAGUE" About February 21.
"ABERCOE" About March 5.
Through Bills of Lading issued to Overland Common Points.

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FOR NEW YORK & BOSTON.

THE U. S. SHIPPING BOARD.

S.S. "CAPE MAY"

MIDDLE FEBRUARY.

Via PANAMA.

S.S. "SAGAPORACK"

SECOND HALF FEBRUARY.

Via PANAMA.

S.S. "HATCHIE"

MIDDLE MARCH.

Via PANAMA.

S.S. "WESTERN CROSS"

EARLY APRIL.

Via PANAMA.

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THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANDARINS.

FOR NEW ORLEANS.

THE U. S. SHIPPING BOARD.

S.S. "ASKAWAKE"

ABOUT MIDDLE MARCH, 1920.

For freight, space and particulars apply to—

THE ADMIRAL LINE.

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANDARINS.



SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leaves Hongkong
KOREA MARU	20,000	23rd February
TENYO MARU	22,000	11th March
SHINYO MARU	22,000	1st April
SIBERIA MARU	22,000	1st April (from Yokohama)
PERBIA MARU	22,000	19th April

From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leaves Hongkong
ANYO MARU	15,500	March 12th
SHIYO MARU	14,000	May 11th
KIYO MARU	17,500	July 11th

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CP & OS

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HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS FROM HONGKONG TO VANCOUVER

Steamers	FROM HONGKONG	TO VANCOUVER
Empress of Russia	Mar. 11	Mar. 28
Monteagle	Mar. 23	April 17
Empress of Japan	Mar. 29	April 19
Empress of Asia	April 8	April 28
Empress of Russia	May 6	May 24
Empress of Japan	May 26	June 16
Empress of Asia	June 3	June 21
Monteagle	June 4	June 28
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 18
Monteagle	Aug. 5	Aug. 28

Passage Fares Hongkong to United Kingdom

Express of Russia	Express of Japan	Gold
16,850 Tons Reg.	16,850 Tons Reg.	16,850 Tons Reg.
Express of Asia	Express of Asia	Express of Asia
16,850 Tons Reg.	16,850 Tons Reg.	16,850 Tons Reg.

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(Occupying 9 to 10 Days)

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QUINNEBAUG Capt. Medina TUESDAY, 17th February at Noon.

HAICHONG Capt. W. G. Passmore TUESDAY, 10th February at 1 p.m.
Arrivals and Departures from the Company's Wharf (near Blakes Pier).
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VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" March 23rd, 1920. "NILE" March 2nd, 1920. "CHINA" March 2nd, 1920.

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FOR NEW YORK. S.S. "SUVERIC" via Panama. February 10.

FOR BOSTON & NEW YORK. S.S. "LUCERIO" via Suez. March 25.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

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FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For LONDON and ROTTERDAM "MATOPPO" 14th February.
LONDON and ROTTERDAM "SWAZI" 15th March.
Subject to change without notice.

Or to HEES & CO., LONDON.

THE BANK LINE, LTD. General Agents.

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AMERICAN & MANCHURIAN LINE (ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG. "ARISTO" via Suez 20th February.
"ANTILCHUN" via Suez 1st March.
"CHARLTON HALL" via Suez 22nd March.

Steamers proceed via Panama Canal or Panama Canal at Owners' option. Subject to change without notice. For freight and particulars apply to BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG. BURGESS & CATTON. BURNS & CO. CANTON.

GOLF INVENTIONS.

CLUBS LEGAL AND ILLEGAL.

A recent note in *The Daily Mail* as to the illegibility of steel-shafted golf clubs has produced a number of letters.

An interesting question is put to the Rules Committee by a Dublin golfer. "As a user of these clubs," he says, "I would like to know why it is permissible to play with aluminium-headed putters when steel shafts are barred. I certainly consider the former a greater freak than the latter."

Departures from the traditional form and make of the implements used in the game are judged on their merits as they arise. At a time when the germs of originality are manifest again in the direction of evolving clubs which may appeal to golfers suffering from loss of form, it is as well that we should review the measure of licence allowed.

So far this year the outbreak has been mild. Increasing numbers of wooden clubs with unusually large heads made their appearance of late, possibly due to the example of Abe Mitchell. They are not quite so formidable as the Dreadnought drivers of ten or twelve years ago but they are mightily substantial.

There is no legal limit to the size of a club-head, but a fancy that magnitude makes for effect is generally dissipated in the fulness of time. For one thing it does not promote concentration—that first essential of the game—like a club-head of normal size, which is so clearly only just large enough for the purpose as to cause the player to focus all his attention on the task.

WHY ALUMINIUM IS ALLOWED.

In a little while, when the rush of orders for ordinary clubs has been met, inventive genius will blossom again in the old sweet way.

I have heard of two firms who propose to make steel-shafted clubs. Another scheme is a club with a thin steel rod running from the heel about fourteen inches up the centre of the wooden shaft, the idea being to increase the power of the impact.

It remains to be seen whether the authorities will allow the introduction of metal into the shaft. True it is that aluminium-headed clubs—a comparatively modern notion—are permitted. Carl Bretherton, the present Irish open amateur champion, once played with a complete range of them in the British amateur championship. I saw Mr. Oscar Asche using aluminium cleek, spoon, and lofter a week or two ago, and aluminium putters are far more common than wooden putters.

The barring of these clubs would have been illegal. Aluminium is a metal, and at least three-fourths of the golf clubs in the world have metal heads.

The attitude of the Rules Committee—although it has never been definitely stated—seems to be that you may have metal of any kind in the head of the club but none in the shaft.

Unorthodoxy in the construction of the head is not permitted to find an outlet in "mechanical contrivances, such as springs," and clubs of the mallet-headed type are barred. A hard blow, this, for a man I knew who played his short putts with a household hammer!

THE FOUR BOLTS.

But a good deal of liberty is permitted. Facings nailed or screwed to the striking surface are allowed. Ivory and various other substances have been tried. This, perhaps, is a survival of the days when club-faces wore away quickly owing to the hardness of the gutta-percha ball and it was customary to have a piece of leather fixed to the face so as to save a good club.

There are a great many golfers who think that the Rules Committee ought to insist on the plainness of the club-head just as it refuses to allow experiments with the shaft, but as matters stand, the head is the portion of the club which gives the inventor scope for his genius. To be sure some people have gone a little too far. One man invented an iron club which had a narrow ridge of metal running along the bottom of the face—a protuberance from the sole which afforded an artificial means of making the ball rise.

Let any similar idea should be smothered in the minds of those who hope to deliver feeblers from their weakness. It may be remarked that the Rules Committee prohibited the club.

DON'T COUGH.

I have had to allow a cough to hang on and say your wife's cough—Chamberlain's Cough Remedy will cure you. You don't know where to get it—send word to me and I will send you a bottle of Chamberlain's Cough Remedy. For sale by all Chemists and Druggists.

THE CHINA MAIL EXTRA.

HONGKONG, MONDAY, FEBRUARY 9, 1920.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

THE CZECHS.

LONDON, February 2.
General Gaida in an interview declared that Koltchak was arrested only by Russian revolutionary forces and the Allies requested the Czechs to fight in order to secure his release, but the Czechs refused as they had already suffered heavy losses. Gaida stated that the new Government at Irkutsk consisted of moderate but progressive politicians. He emphatically asserted that the Czechs were incapable of intriguing with the Bolsheviks.

KAISER TO DUTCH COLONY?

GREAT AUK'S GREAT IDEA.

LONDON, Feb. 9.
Sir Auckland Geddes at Dover said the government intended to get the Kaiser out of Holland and put him on trial, and whatever penalty was allotted to him would be carried out but if on the basis of international law Holland definitely said "no; that she intended to provide an asylum for him within her territory," then we must say he could not live in Dutch territory in Europe and she would have to put him on some island belonging to her outside Europe.

RELATED NEWS FROM VLADIVOSTOK.

A STATE OF SIEGE.

LONDON, February 9.
The Times' Vladivostok correspondent on January 28 says a state of siege was proclaimed there. The Japanese were guarding the state bank, where at a daring theft of several million roubles was effected the day before. It was reported that large Japanese reinforcements were coming. The diplomatic representatives were concerting measures for the protection of the lives and property of foreigners, constituting sixty per cent. of the population, including 60,000 Chinese and 6,000 Japanese.

INDIAN COTTON STRIKE.

BOMBAY, January 29.
A meeting of 20,000 cotton mill operatives decided not to resume work despite the advice of the labour settlement committee.

BOMBAY, January 27.
The mill strike has entered a new and more sinister phase. There is evidence that the bulk of the operatives would gladly accept the liberal conditions promised by the mill-owners at the solicitation of the governor but when work was resumed at seven of the mills this morning gangs of rowdies terrorised the men into leaving. They stoned the military picket compelling it to fire. One striker was injured. The result is that the whole industry is still idle and as there is not any likelihood of the mill-owners altering their terms, possibly the strike will be protracted.

GERMAN WAR CRIMINALS.

PARIS, February 4.
Von Lersner the acting head of the German delegation, has resigned, having refused to transmit the Allied list of war criminals wanted for extradition.

PARIS, Feb. 9.
According to L'Intransigeant, Great Britain is claiming 112 German war criminals.

Berlin reports that von Lersner's refusal to take the allied list was contrary to his instructions, and his request to retire from the imperial service was immediately accepted.

Copenhagen has a message from Berlin which shows that despite von Lersner's action the Allied list with a covering note reached the foreign office and will be published to-morrow. The cabinet is considering it to-night.

A reply to von Lersner's note is drafted to be approved by the council of ambassadors this evening. It is understood the British charge d'affaires at Berlin will be instructed to present the note and list direct to the German government. While best informed people consider that von Lersner's action was entirely personal, it appears highly probable that von Lersner prior to the receipt of the allied demand consulted Berlin with regard to the attitude he should adopt. Some French circles opine that Germany is making the question a test of strength and grave importance is attached to the incident.

CHINA STATION TROPHIES MISSING.

LONDON, February 8.
The Admiralty is appealing for information of the whereabouts of eight naval cups or trophies for competition among the ships of the China station, which have disappeared. These are Wei-hai-wai, Royal Naval Canteen, Revolver Small Ships' Football League, and Griffith challenge cups, the Hongkong and Weihaiwei football challenge shields, and the Fox challenge clock. Any ship or depot having any of these is requested to forward them to the S.N.O. at Portsmouth, who has been asked to forward them to Hongkong at the first convenient opportunity; and any officer able to give information with regard to the whereabouts of them is requested to communicate with the flag captain, care of commander in chief in China.

TIRPITZ TELLS A LIE.

LONDON, February 8.
An Admiralty official statement says von Tirpitz's recently published memoirs state, wholly contrary to fact, that British naval officers attached to Togo's staff, during the Russo-Japanese war took an active and important part in the decisions of the Japanese command in action. As this allegation is a reflection on the professional reputation of a most distinguished Japanese admiral, the Foreign Secretary, at the Admiralty's request, has informed the Japanese Ambassador that it has the government's unqualified contradiction.

I.W.W. INDICTMENT.

CHICAGO, February 2.
A special grand jury investigating extremist activities has returned indictments against 37 members of the industrial workers of the world, including W. D. Haywood, the ex-secretary, and Thomas Whitehead, the secretary of the I.W.W. All are charged with conspiracy to overthrow the government forcibly.

HOLLAND, THE KAISER, AND THE ALLIES.

PARIS, February 4.
The newspapers state that the draft of a new Allied note to Holland with regard to the extradition of the Kaiser was an energetic one. It refutes all Holland's arguments with regard to procedure and legal formulae, and requests Holland to reconsider her decision. It hopes that Holland will not shoulder the responsibility for any longer hindering the course of justice.

PARIS, February 4.
The Petit Journal states that the council of ambassadors drafted a fresh letter in energetic terms demanding the extradition of the Kaiser. The letter will be presented to Holland after the governments of the Allies have signified their approval.

TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

AVIATION EXPERIMENTS.

LONDON, February 4.
A South African government machine named the Silver Queen, piloted by South African officers, left Brooklands this morning in an attempt to fly to the Cape via Cairo.

LONDON, February 4.
The Airco Company's aeroplane No. 14 started this morning for the Cape, the pilots being Captain Cotton and Lieutenant Townshend, both Australians.

CZECHS HOME FROM SIBERIA.

LONDON, Feb. 4.
Prague reports that the first Czechoslovak regiment from Siberia arrived and had an enthusiastic reception.

NEW W. Y. OF EXPLORING AFRICA.

LONDON, February 4.
The Times announces that the Vickersvimy aeroplane which arrived at Cairo en route to the Cape is being sent thither by Lord Northcliffe in order to show whether Africa can be crossed easily and safely by aircraft. The flight is also to provide a special opportunity for scientific exploration by Chalmers Mitchell, the secretary of the zoological society, who is a passenger.

BOLSHEVIKS WINNING.

LONDON, Feb. 4.
Reuter learns that as a result of forced marches the Bolsheviks are established upon a line thirty versts long westward of Nikolaieff. It is now clear the Ukrainian claim that they had captured Odessa was untrue, and that the proximity of the Reds thereto is most serious. The latest British news from Vladivostok on Dec. 31 shows that the revolutionary occupation was peaceful. Some military missions are westward of Vladivostok, but it is not anticipated that the revolutionaries will interfere with them.

ARCHANGEL, February 9.
An extraordinary change of attitude is reflected in speeches that Lenin and Trotsky are stated to have delivered at the Soviet conference at Moscow on national economy, and published in an official statement here. Lenin emphasised the necessity of substituting autocratic for associated power in the organisation of government and industry, as already carried out in the army. He described this as an evolutionary measure and said success lay in the autocracy of the communist leaders and in communist domination of the people.

Trotsky said the only means of strengthening the Soviets' power was to assemble the workmen at the factories and send them from place to place on the government's instructions. The peasants would be turned into a labour corps. Under military discipline armies would requisition peasants meat wheat fish in order to assure labourers work.

BOLSHEVIKS NOT WINNING.

ARCHANGEL, February 9.
A wireless message from Odessa on Feb. 4 reports a recent great victory of the volunteer army over the Red Cavalry, which is the Bolshevik corps d'elite. After the capture of Rostoff and Novotcherkassk, they attempted to force the passage of the Don and were thrown back in confusion, losing sixty guns and 150 machineguns, as well as 8,000 men. On another sector of Denikina's front the Reds lost thirteen guns and 500 men.

COMPANY MEETING.

UNION WATERBOAT CO., LTD.

The fifteenth annual ordinary general meeting of the Union Waterboat Company was held in the offices of Messrs. Dodwell & Co., at 11 a.m., to-day.

The Hon. Mr. S. H. Dodwell was in the chair and the others present were Messrs. A. Ritchie, J. W. C. Bonnar, G. Oaten, G. R. Edwards, A. E. Crappell, W. Adamson, E. Ezra, G. M. Dodwell and C. Gerken (secretary).

The Chairman said: Gentlemen.—The report and accounts having been in your possession for some days, I will, with your permission, take them as read. The profit on trading for the year amounts to \$47,026.02 as against \$27,646.14 last year, and including the interest on investments and the carry forward from last year, there is an amount available for distribution of \$62,438.75. I feel sure that this result will be satisfactory to you and that you will also approve of the allocation recommended in the report. There has naturally been a great increase in the demand for water, due to the return to the port of a large quantity of tonnage diverted during the war, and also of course to fresh tonnage making use of the port, and our boats have been very hard put to it to cope with this demand. During the year a new water-boat has been contracted for which should be ready next month, while, to enable us efficiently to deal with the estimated requirements of the port, a further boat will be constructed, probably during the latter part of this year. Last year you will remember that \$9,000 was placed to special repairs account towards the cost of certain replating that would be necessary when the cost of steel became more reasonable. Unfortunately, owing to the demand, the pressure on the boats has been too great to allow of this work being done last year, but it will be commenced immediately the first new boat is in commission, and in the meantime your superintendent is satisfied that the delay in carrying out these repairs will not adversely affect the life of the boats. It is not necessary to increase this special repair fund, which is considered sufficient for purposes for which it was set aside. You will notice that we have to write off \$1,896 from investments to bring them down to their market value on

CHINESE TELEGRAMS.

[Translated for the China Mail from the Wah Tat Yat Po.]

Shanghai, Feb. 8.
A mandate was issued yesterday to exhort the students not to make any violent movements and not to interfere with the administration of affairs. All local authorities were instructed to maintain order and to keep the students quiet.

A Police and military joint meeting was held at Peking and it decided that for the movement of the students of primary and middle schools their guardians be held responsible while the students of the higher and technical schools should be sent home if they did not settle down in three days.

General Chu Shu Tsang has been appointed Director-General of the Galgan and Harbin Railway in addition to his other duties.

Germany has requested China to make a commercial treaty. The Cabinet has decided not to take up the matter until the Shantung case has been settled.

Dr. Wellington Koo reports that the League of Nations will not take up for discussion the Shantung case so China must decide it herself.

Mr. Luk Ching Chang has tendered his resignation. The President deputed Mr. Wu Ku Suen to persuade him to remain but he refused to see him.

Vladivostok and the Russian side of Harbin are now under the control of the Bolsheviks.

It is learned that the Government has decided to take up the negotiation of the Shantung case under certain conditions and has instructed the Charge d'Affaires at Tokyo to enquire the opinion of the Japanese Government.

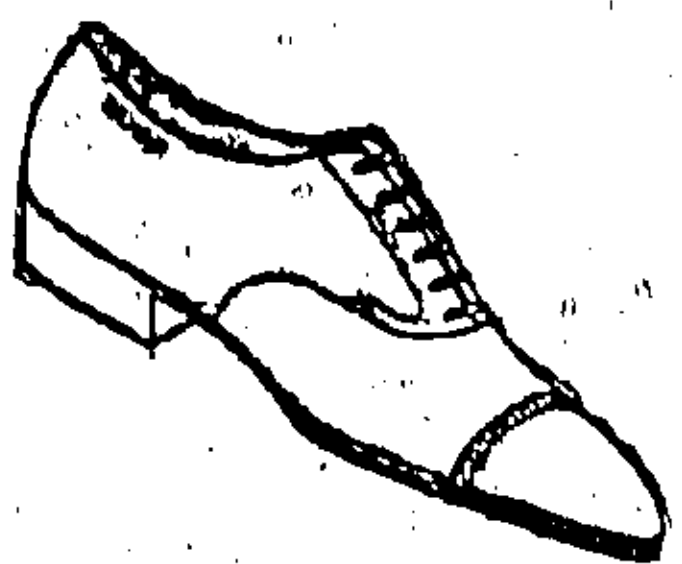
December 31. I think, gentlemen, that the report and accounts call for no further comment from me, and I therefore beg to propose that they be adopted as circulated. After they have been seconded I shall be pleased to answer to the best of my ability any questions shareholders may desire to ask.

Mr. J. W. C. Bonnar seconded and the motion was carried nem con. Mr. C. Barnard Brown was re-elected auditor for the ensuing year with a remuneration of \$200 on the proposal of Mr. A. Ritchie, seconded by Mr. A. E. Crappell.

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THE AUTOPIANO.
ROBINSON'S.

MARINE COURT.

STRANDING OF THE S.S. "KAIFONG."

A Marine Court sat this morning to enquire into the circumstances of the stranding of the s.s. "Kaifong" (Butterfield & Swire). The Court was composed of Captain Basil Taylor, R.N. (president), Lieut. F. J. Lambert, R.N., D.S.C. (H.M.S. "Carlisle"), Captain T. Arthur, of Messrs. Goddard and Douglas, Mr. J. W. Reed, master of the s.s. "Procladius," and Capt. N. W. V. Corlanch, master of the s.s. "Cheong Shing."

Capt. E. B. Jones, master of the "Kaifong," said the vessel stranded off the island of Siang Lai Tao, in the Tungking gulf, on December 20, while on a voyage from Pakhoi to Haiphong. The vessel was carrying 100 tons of general cargo, and 27 passengers, including one European. The weather was clear and cloudy with a north-east wind and moderate seas. At 2.30 on the morning of December 20, he was awakened by the vessel striking. He went on the bridge and put the engine room telegraph to stop, since the engines were going full speed. He asked the chief officer where they were and the latter replied he did not know. There was land about half a mile distant. The vessel, at the time she struck, was going at about ten knots. He ordered the well to be sounded and he also took soundings round the ship. Life saving appliances were got ready, boats slung out, and everything done for the purpose of life saving. At daylight one of the ship's boats was sent out to find assistance and communication was established with some junks and the passengers were sent to the nearest port—Hongkong. The ship was making water and soundings showed seven feet in the main hold, and it was decided that it would be useless to try to get the vessel off. Later on the engine room began to make water. In steering his course, which was the usual one, he made full allowance for the tide. He had never been on the run before. It was his first trip in the vessel.

John Hibbert, chief officer of the vessel, gave corroborative evidence. He said the night was dark but clear. The sea was choppy. The vessel was going about ten knots. He sighted a steamer on the starboard bow at about 12.30 and lights of several junks on

both bows. At 2 a.m. it started to rain and at 2.30 the ship struck. He was satisfied that the ship was on her course. He saw no land. He could not see the land when the ship struck.

At the actual moment the ship struck, he was standing on the midship's part of the bridge.

Captain Innes, Marine Superintendent of the China Navigation Company, said the statements of the Chief Officer were corroborative of the Master's.

After further evidence had been taken, the Court found:—That the s.s. "Kaifong" sailed from Pakhoi for Haiphong at 4.15 p.m. on Dec. 19, 1931. At 5.7 p.m. the ship's position was verified by cross-bearings and the course set S. 61 deg. W. (true) to pass 11 miles outside Norway Islands. Nothing was sighted except lights of passing vessels. Though the night was clear though dark. At 2.30 a.m. the ship struck on a shoal to the north of Siang Lai Tao, which is ten miles from the estimated position of the ship. There is no evidence of the ship having been off her course at any time. We are of opinion that the ship must have experienced a strong set to westward which may be regarded as unusual, and not to be anticipated. The master took all necessary steps before and after the stranding.

LATEST SHIPPING NEWS.

ARRIVALS.

The s.s. HAFHONG, Capt. E. Walker, 1,270 tons, arrived yesterday at 6.30 a.m. from Swatow with 650 tons of general cargo.

The s.s. TAKADA, Capt. F. E. Faray, 4,212 tons, arrived yesterday at 8.30 a.m. from Singapore with 30 packages of mail.

The s.s. KIUKIANG, Capt. Peacock, 1,338 tons, arrived yesterday at 3 a.m. from Saigon with 2,000 tons of general cargo.

The s.s. KWAI SANG, Capt. L. McConnel, 1,438 tons, arrived yesterday at 7.30 a.m. from Moka with 3,000 tons of coal.

"WALLA WALLA" boats are new and fast. Get them at Blake Pier.

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"Albion Milk and Sulphur Soap"

—English made and guaranteed for use for all skin diseases, including eczema, psoriasis, and other skin ailments.

—Like the "Albion and Sulphur Soap" —it is pleasant to use and whitens and softens the skin.

—Ladies and Gentlemen will find it a most refreshing and health-giving soap.

—The "Albion Milk and Sulphur Soap" is a most refreshing and health-giving soap, made from the finest materials, and containing the most perfect formula for skin treatment.

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WEEK END SPORTS.

FOOTBALL.

HONGKONG SHIELD COMPETITION.

"HAWKINS," 0; SOUTH CHINA, 0.

Despite the none too encouraging weather on Saturday, this match in the first round of the Hongkong Football Shield Competition was played on the Club ground, and proved to be very interesting and well contested. It will go down in the records as one of the best games of the season. The match was very clean, and a pleasure to watch. In the matter of speed, there was little to choose between the teams.

Losing the toss, the Chinese kicked off, and by means of a series of their characteristic long passes, they were successful in baffling their opponents for a while, and were soon in enemy territory, but the sailors' had a sound man in the person of their right back, and this worthy robbed the Chinese and kicked to midfield without much difficulty. It soon became evident that this right back was a corker.

Excepting on one or two occasions when he slipped and fell on the wet turf, the ball never got beyond him, and the goal was given little or no work to do. After a spell at midfield where the respective forwards brought all their stock of tricks into play to win an advantage, the sailors' speedy left winger was placed in possession. Two of the defenders struck to his heels and gave him no chance. He centred, and Lt. Bonham Carter, the sailors' centre-forward took a shot at goal without waiting to stop the ball as it came from the foot of the wing. The ball very nearly entered the net; the Chinese goalie was just able to punch it away, and the left back cleared. After another spell at midfield during which time the Chinese came in for a lot of well earned applause for their clever and tricky play, Ip Kau and Cheong Wing Hen broke away in a fine piece of combination, and made a bee line for the sailors' goal, where their progress was checked by the right back, and Ip Kau sent the ball to the right wing before he could be robbed. In his excitement however, he misjudged the strength of his kick, and the ball rolled into touch before his right winger could chase it up. From the throw in, the sailors relieved the pressure and again placed their left winger in possession. He travelled at a great pace, with Lt. Bonham Carter keeping in line with him. When in difficulty near the half back line, he centred neatly to the centre forward, who trapping the ball, took a zigzag course towards goal at an equally amazing pace. Lt. Bonham Carter got in difficulties when he was faced by both the Chinese backs, and passed to his inside right partner, but the latter was a few paces behind the centre forward, and could not get at the ball in time. The Chinese centre-half cleared. At half time, the score sheet was blank. A feature of this half was the clean football which was exhibited. Excepting for a few offside which could not be avoided in such a fast and exciting match, there was not a single foul awarded to either side.

The second moiety opened just as fast as the first, with the sailors perhaps the fresher of the two teams, but nevertheless, the Chinese kept pace with their opponents very pluckily and for the first fifteen minutes of this half, they managed to make play very even, attacking with keen determination and making themselves as dangerous as possible, and it took all the sailors' time to check their progress. Then the Chinese began to give signs of exhaustion, and it was at this juncture that the sailors went out to snatch a victory, but the Chinese all fell back to defend their citadel, and formed up into such a solid wall, that it was impossible to get the ball anywhere near the goal. The sailors forced a corner after much fruitless pressure, and this came very near materializing, but the ball skimmed the cross bar and bounded into touch. From midfield, the sailors returned the ball to enemy territory, and here one of the defenders handled the ball a couple of feet from the penalty area. The sailors' right back came down to take the free kick, but the Chinese were so watchful, that the sailor had to resort to tricks in their last attempt to snatch a win. Whilst their right back stood in front of the ball, one of their forwards made a dash towards it as if he was going to take the kick and simultaneously the back put his toe to the ball. Even this trick did not work, and the leather bounded from one of the defenders right to the feet of the left winger who lost no time in putting as many yards between the ball and his citadel as one lusty kick could make possible. When the final whistle came, the score sheet was still blank. It should be very interesting to watch the replay of this match, when, given better weather conditions, a faster and more exciting match will be witnessed.

2ND DIVISION LEAGUE.

With the exception of the Kowloon South China "A" match, there was nothing very interesting in all the second division matches. St. Joseph's College who have been losing quite

a lot of matches recently, fielded a strong side on Saturday, and beat the Indians by seven goals to nil. With the exception of one or two onslaughts by the Indians early in the game, the ball was always in their own territory, and the goals came at regular intervals. The Staffs had another off day on Saturday when they beat South China "B" by five goals to nil. The Chinese are never good on a wet day, and the soldiers did practically all they wished. In the Kowloon match, there was a little more vigour in the exchanges, and for quite a while the ball was kept at midfield, but soon getting tired of playing with their opponents, Kowloon set out goal getting in earnest, and they came quick enough, almost every time Kowloon took the leather down into enemy territory. At half time the scores read 2 goals to nil in favour of Kowloon. Rasmussen was responsible for both these goals. Soon after the resumption, Rasmussen notched his side's third goal. The fourth goal came from Millard from a good pass from Rasmussen. At the final whistle, Kowloon emerged the winners by four goals to nil.

UNITED SERVICES LEAGUE.

"TAMAR," 3; "AMBROSE," "A," 0.

This match in the United Services League was played on the Navy ground on Saturday and resulted in a rather easy win for the "Tamar" by 3 goals to nil.

Owing to the bad weather and the slippery state of the ground, good football was impossible, and tumbles were numerous.

The game opened at a fairly brisk pace with the "Ambrose" assuming the offensive, but their progress was checked by any who played with sound judgment as usual. After a spell at midfield, Graydon, Brant and Taliana, made a combined attack on the "Ambrose" citadel and forced a corner from which Graydon scored. "Ambrose" made strenuous efforts to equalize after this, and Clulow came very near scoring for his side but Amy forced him and the ball over the line. "Ambrose" continued to press until Graydon was placed in possession by "Tamar's" centre half. Graydon ran down the field in fine style, passing to Taliana when tackled near goal. The latter kicked the ball as it came to him and shot it with force into the net for "Tamar's" second goal. "Tamar's" third and last goal came towards the close of the match through their left winger, who, after a good sprint down the field, centered the ball beautifully and Graydon headed it into the net.

The league table which includes Saturday's matches, is appended.

COLE. P. W. L. D. F. A. P.
H.M.S. "Calliope" 8 7 0 1 2 3 10
H.M.S. "Tamar" 6 4 1 1 2 3 9
H.M.S. "Ambrose" 2 2 2 3 6 7
H.M.S. "Ambrose" "B" 4 1 1 2 3 8
H.M.S. "Alacrity" 4 1 2 0 3 7
H.M.S. "Hawkins" 1 0 0 1 1 1
2nd Wiltshires 3 0 4 1 2 8
H.M.S. "Marathon" 4 0 0 0 12 0

CRICKET.

LEAGUE MATCHES.

R.G.G.—R.E. v. INDIAN ARMY.

Owing to bad weather, this match which was started at the Happy Valley on Saturday had to be abandoned, after the Indian Army had declared with 171 for 6 wickets.

Scores:—

RE AND I.A.
Capt. Gray, b Bagnall 21
Major Greenaway, c Talford, b Davies 9
Major Edwards, b Davies 9
Col. Taylor, b Bagnall 5
Major Middlemas, c Oliver, b Davies 16
Lt. Hammond, c Davies, b Bagnall 0
Capt. Wahl, not out 45
Lt. Clauson, not out 61
Extras 13

Total (for 6 wickets, declared) 171
Lt. Larkcom, Capt. Murray, and Sergt. Smith did not bat.

Bowling Analysis:
O. M. R. W.
Davies 20 3 77 3
Bagnall 14 2 53 3
Oliver 6 1 28 0*

*—Bowled 1 no ball.
**—Bowled 1 wide.

R.G.A.
Capt. Oliver, not out 17
Mr. Gnr. Talford, not out 6
Extras 2

Total (for no wickets) 25
Bowling Analysis:
O. M. R. W.
Middlemas 3 1 12 0
Hammond 3 1 11 0

STAFF v. CRAIGENGOWER.
This match resulted in a win for the Staff by 22 runs. Scores:—
CRAIGENGOWER.
R. Bass, not out 52
S. Jex, c Tomory, b Rhodes 2
F. Thompson, hit wicket, b Rhodes 4
C. Kennedy, b Connor 1
W. Hall, c sub, b Rhodes 7
U. Omar, c Theyers, b Rhodes 6
Y. Abbas, b Connor 2
H. Ramsay, b Connor 1
M. Pinnas, b Connor 1
T. Pitt, b Connor 4

L. Rose, c Tomory, b Connor 1
Extras 4
Total 79

Bowling Analysis:
O. M. R. W.
Connor 10.3 2 35 6
Rhodes 9 1 25 4
Coles 1 0 5 0

STAFF AND DEPARTMENTS.
Lt. Col. Coles, not out 50
Pte. Rhodes, run out 0
Col. Humphry, b Kennedy 17
Pte. Filmer, run out 13
Sgt. Connor, l.b.w., b Omar 0
Capt. McCaulay, c and b Kennedy 1
Capt. Tomory, c Hall, b Omar 14
Corpl. Glenn, c sub, b Omar 1
SS. Theyers, c Jex, b Kennedy 0
Sgt. McKechnie, b Omar 1
Extras 4

Total (for 9 wickets) 101
Bowling Analysis:
O. M. R. W.
Omar 10.3 0 46 4
Kennedy 10 2 61 3

HONGKONG C.C. v. K.C.C.
This match resulted in a draw. Scores:—
HONGKONG C.C.
E. J. Mitchell, c Robinson, b James 0
C. Blaker, run out 20
R. A. Brand, run out 13
E. W. Day, st. Souza, b Stalker 44
A. B. Raworth, c Macaskill, b Ramsay 29
M. M. Maas, b Stalker 2
A. K. Mackenzie, c and b James 5
A. L. Burnie, c Overy, b Ramsay 31
P. Jacks, not out 8
W. Mackenzie, not out 27
Extras 12

Total (for 8 wickets, declared) 191
D. E. Donnelly, did not bat.
Bowling Analysis:
O. M. R. W.
James 14 2 15 2
Pestonji 7 3 17 0
Stalker 11 2 34 0
Braga 3 0 22 0
Overy 4 0 22 0
Ramsay 4 0 19 2*

* Bowled 4 wides.
KOWLOON C.C.
J. Braga, b Donnelly 23
D. M. Goodall, b Day 42
C. F. James, b Donnelly 21
K. R. Macaskill, not out 3
A. W. Ramsay, b Donnelly 1
J. Stalker, b Day 13
Extras 10

Total (for 5 wickets) 115
Weaser, Pestonji, de Souza, Overy, and Robinson did not bat.
Bowling Analysis:
O. M. R. W.
Brand 6 2 20 0
Day 94 2 55 2
Raworth 4 0 17 0
Donnelly 7 0 13 3

FRIENDLY MATCH.
CIVIL SERVICE v. Co. WILTS.
Civil Service won this match by 13 runs. Scores:—
CIVIL SERVICE 2ND XI.
Walker, b Smith 14
Anderson, c and b Smith 7
Fincher, b Reeves 17
Hamer, b Reeves 10
Bacon, b Reeves 10
Acres, b Reeves 5
Duncan, b Hannam 1
Strange, b Reeves 19
Burton, run out 36
Haskett, b Miller 7
Beaven, not out 7
Extras 7

Total 131
Bowling Analysis:
O. M. R. W.
Reeves 12 4 23 5
Smith 5 0 37 2
Hannam 5 1 21 1
Legge 6 2 25 0
Besant 1 0 8 0
Miller 3 3 10 1

WILTSHIRES "A" CO.
Besant, c Anderson, b Bacon 18
Reeves, c Beaven, b Anderson 29
Miller, b Anderson 0
Buttress, c Anderson, b Duncan 21
Legge, c Acres, b Anderson 9
James, b Anderson 9
Hannam, c and b Anderson 9
Smith, run out 9
Sargeant, not out 3
Woodward, c Strange, b Anderson 8
Graham, c Burden, b Anderson 0
Extras 11

Total 118
Bowling Analysis:
O. M. R. W.
Bacon 7 0 29 1
Beaven 3 0 29 0
Anderson 10 1 33 7*
Duncan 6 1 16 1

* Bowled 5 wides.

HONGKONG AERO CLUB.
PRAT'N FROM SHANGHAI.
The chamber of commerce has received a telegram from Shanghai, dated February 6, which said:—
"The Shanghai Aero Club greets with satisfaction the decision to organise an aero club at Hongkong. Congratulations."
On Feb. 9, the Secretary replied:—
"Thanks. Congratulations re-echoed."

DAIRY FARM NEWS.

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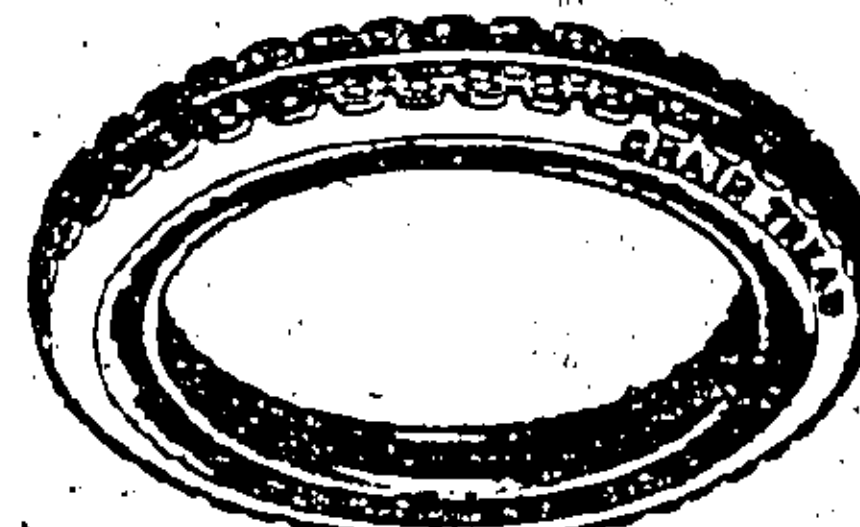
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U.S. 8	U.S. 8	U.S. 8	U.S. 8
28 x 8	28.10	34 x 4	74.30
30 x 8	24.25	35 x 4	60.00
30 x 2 1/2	31.50	36 x 4	76.60
31 x 4	49.70	38 x 4	76.60
32 x 4	36.40	705 x 105	47.35
32 x 4	50.60	815 x 105	49.45
33 x 4	53.20	880 x 120	66.90
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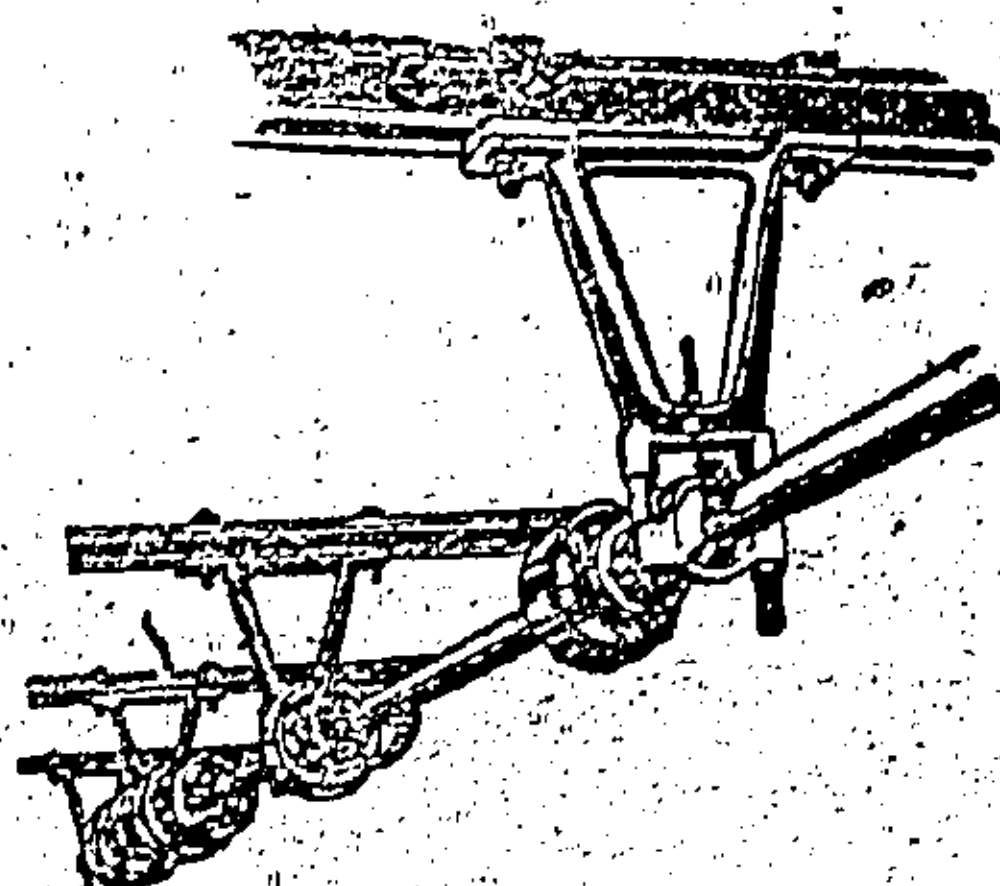
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SOLE AGENTS FOR HONGKONG.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)
ESTHONIA AND SOVIET RUSSIA.

COPENHAGEN, February 2nd.
A Estonian official statement from Dorpat says that the Peace Treaty between Estonia and Soviet Russia has been signed.
The Peace Treaty between the Soviet and Estonian Governments recognises the independence of the latter, the Soviet completely renouncing all rights and sovereignty, and promising to uphold Estonian neutrality.

NATIONALISATION OF MINES.

LONDON, February 5th.
The demand for the nationalisation of mines was discussed to-night between Mr. Lloyd George and the Parliamentary Committee of the Trade Union Congress and the executive of the Miners' Federation.
It will be remembered that the Trades Union Congress in Glasgow, resolved in the event of the Government still refusing to put it to force the principle of nationalisation, a special Congress would be convened to decide the form of action to be taken to compel the Government to accept the principle.
The discussion lasted for an hour and a half. The proceedings were private, but it is stated that Mr. Lloyd George indicated that the views of himself and the Government on the subject had not changed, but that in a scheme of coal control, which was being prepared, there was a possibility of reconsideration of certain points.

U.S.A.'S TRADE.

WASHINGTON, February 2nd.
The trade balance of the United States against Europe last year was \$1,450,000,000, including Great Britain \$279,000,000, and France \$280,000,000.
Imports from Europe were of the total value of \$750,000,000, including Britain \$200,000,000.

REVOLUTIONARIES CONTROL VLADIVOSTOK.

WASHINGTON, February 2nd.
The United States representative in Siberia has notified the War Department that the revolutionaries have entered Vladivostok, and now control the town. They demand the cessation of civil war in Siberia and foreign interference. Allied troops are maintaining order.

AGITATION AGAINST FOREIGN INTERVENTION IN SIBERIA.

LONDON, February 2nd.
The Times correspondent at Harbin, telegraphing on January 30th, says:—
The situation here is electric. A general strike of Russian workmen is threatened, and the moderate propose to cease work if more Japanese troops come. They are dead against foreign intervention in Siberia in any form.
A telegram from Irkutsk says it is reported that the banks in the Lena gold fields have been nationalised.
The Soviet Commissaries have formed a revolutionary tribunal to try Kolchak, but it is proposed to send him to Moscow to be dealt with by a higher Court.

BOLSHEVISTS IN POWER AT IRKUTSK.

LONDON, February 5th.
The Social-Revolutionaries at Irkutsk have been overthrown by the Bolshevists without a conflict, and have been replaced by a Soviet Committee. Practically all the coastal area round Vladivostok has come over to the Reds and it is only a question of time before the movement spreads to the whole of the Amur and Russian districts.

FAR EASTERN CABLE NEWS.

[By Arrangement with the Puh-Tse Yat.]

NEW SINO-AMERICAN BANK OPENED.

PEKING, February 7th.
A new Sino-American Bank, entitled the Commercial and Industrial Bank of China, was opened on Friday most auspiciously, the offices being crowded with Chinese and foreign guests offering congratulations, amongst whom were members of the Cabinet and Chinese and foreign bankers and merchants.
Deposits were received during the day amounting to over two million dollars.
Hundreds of gold red scrolls and congratulatory messages from the President, Premier, members of the Cabinet and others adorned the walls.

THE STUDENTS' DEMONSTRATIONS.

PEKING, February 6th.
The military and gendarmerie patrolled the streets this afternoon. The students did not demonstrate though further action on their part was anticipated.

ANOTHER LOAN BY THE CONSORTIUM.

The following memorandum was addressed to the War Department yesterday:—
"In order to meet the urgent requirements of the Chinese Government, the representatives of Great Britain, France, America and Japan were prepared to cause the issue of the Bonds of their four countries to the amount of about five million pounds, on the following conditions:
First, that the loan be secured on the Salt Revenue and such other revenue or revenues as may be agreed between the Chinese Government and the Group Banks;
Second, that no war should be resumed without delay;
Third, that the Government should join the disbandment of the Northern troops, both on the Northern and Southern sides, and should employ a commission of the proceeds of the present loan for that purpose; and
Fourth, that the Government should allow the four banks to have the right of twelve superintending the disbandment of the Northern troops."

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Fourth, that the Government should allow the four banks to have the right of twelve superintending the disbandment of the Northern troops."

THE MANILA CARNIVAL FIRE.

EYEWITNESS'S STORY.

An eyewitness of the Manila Carnival fire was interviewed by a China Mail reporter this morning, and stated that the whole thing happened so suddenly that few realised what had really happened, until the whole of the Carnival buildings appeared to be a mass of flames. There was a very strong wind and the flames were carried the whole length of the exhibition buildings with remarkable rapidity, and the reflection could be seen forty miles out to sea. The fire started at what was known as the Leyte exhibit, and the cause is attributed to the fusing of an electric wire. It was fortunate that the grounds were enclosed by a light wooden paling, for this enabled the people to get away, the paling being pulled down. Had there been a more substantial barricade, the loss of life would have been terrible. It was reported that looters took advantage of the confusion and got away with about \$25,000 worth of pearls, which were on exhibition and belonged to Messrs. L. and S. Komitzer. Many arrests were made. Another curious incident was that only about a half an hour before the fire, an aviator had made a parachute descent from an aeroplane and landed right in the spot where the fire later was most fierce. High praise is due to many individuals for plucky rescues including Sergeant McGonagle of the U.S. Army and also Mr. Burns of the S.S. "Yuensang" both of whom rendered yeoman service.
The following is the official list of the casualties:—
Sergeant Thomas McGonagle (U.S. Army).
Private Harry Hilton (U.S. Army).
Simona Mariano (address unknown).
Crispina Bobina, Bernardina Alferez, Juanita Pereda, Juanita Cabosora, Trinidad Carta, Bienvenido Carta, Pasita Rosales, P. Paterno, Francisca Tamasin, Josefina Casimiro, Alberto de Joya, Mariano Tayag, Benedicta Garcia and Francisca Canasis. Gregorio Ans, aged eleven years, is missing.
Further details will appear in the China Mail to-morrow.

WEDDING.

YOUNG—HURLEY.

A pretty wedding took place at the Cathedral of the Immaculate Conception, Glenealy, on Saturday afternoon, the contracting parties being Mr. J. A. Young, of Messrs. H. Percy Smith, Seth and Fleming, and Miss Mary Hurley, of Causeway Bay.
The bride who was given away by Mr. C. M. Soares, looked charming in a beautiful pink satin embroidered gown with shoes to match, and carried in her hands a shower bouquet of white chrysanthemums and maiden hair ferns. She was attended by the Misses Greenfield and Chow as bridesmaids.
Right Rev. Bishop D. Pozzoni officiated, assisted by Rev. Fr. Bianchi, whilst Mr. H. Percy Smith performed the duties of "bestman".
After the ceremony, a reception was held at the Catholic Union Club the hall of which was beautifully decorated especially for the occasion. The toast "bride and bridegroom" was prop. sed by Mr. H. Percy Smith and enthusiastically honoured by the large gathering present.
The bridegroom who is an enthusiastic member of the Catholic Union Club, was presented with a beautiful silver tea set by the members of the Committee.
The "Nightmare" string band, composed of members of the Club, attended and rendered some fine selections.

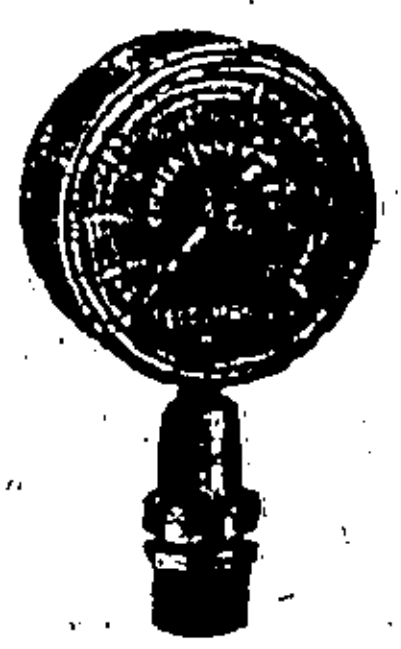
SHIPS DUE TO ARRIVE.

FROM EUROPE.

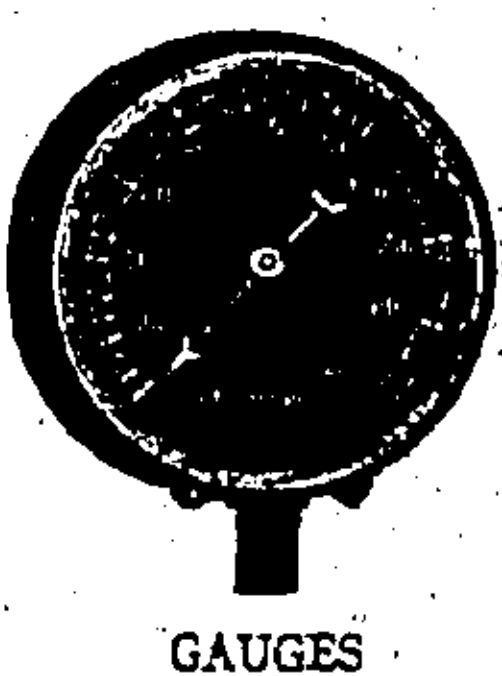
The S.S. KNIGHT COMPANION, due here Feb. 17 from Europe and sails for Japan, Feb. 18.
The S.S. TITAN, due here Feb. 17 from Europe and sails for Tainan via Japan, Feb. 18.
The S.S. JASON, due here Feb. 24 from Europe and sails for Shanghai and Japan, Feb. 25.
The S.S. PNEUS, due here Mar. 4 from Europe and sails for Tainan, Shanghai and Japan, Mar. 5.
The S.S. LAYCA, due here Mar. 8 from Europe and sails for Shanghai and Japan, Mar. 9.
The S.S. MENTOR, due here Mar. 15 from Europe and sails for Shanghai and Japan, Mar. 16.
The S.S. KEEMUN, due here Mar. 30 from Europe and sails for Shanghai and Japan, Mar. 31.
The S.S. HE-OS, due here April 1 from Europe and sails for Shanghai and Japan, April 2.
The S.S. THE EMERALD, due here April 15 from Europe and sails for Shanghai and Japan, April 16.

DON'T RISK PNEUMONIA.
GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Take Chamberlain's Cough Remedy. It is a simple thing to do, but the effect is marvellous. For sale by all Chemists and Storekeepers.

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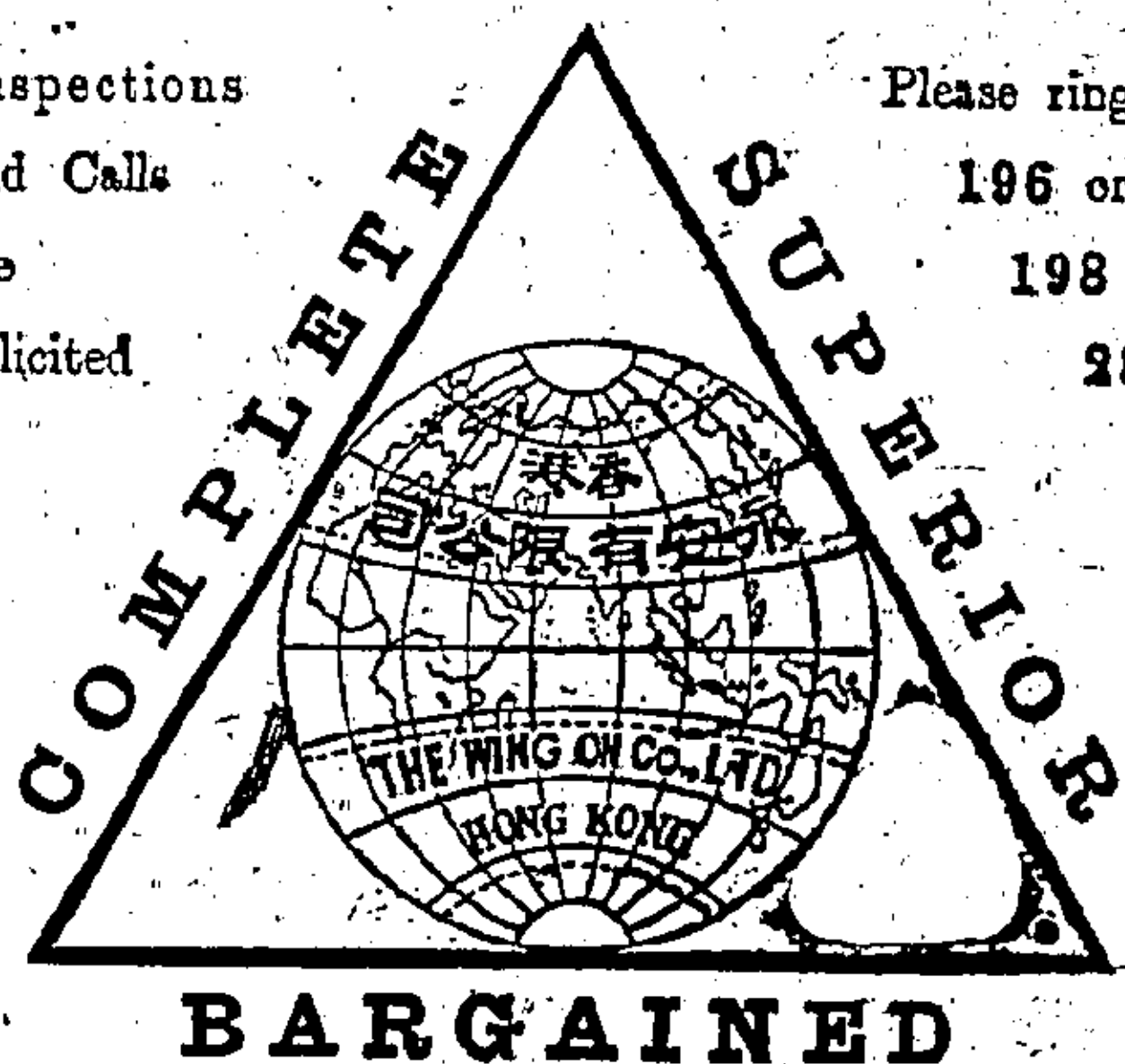
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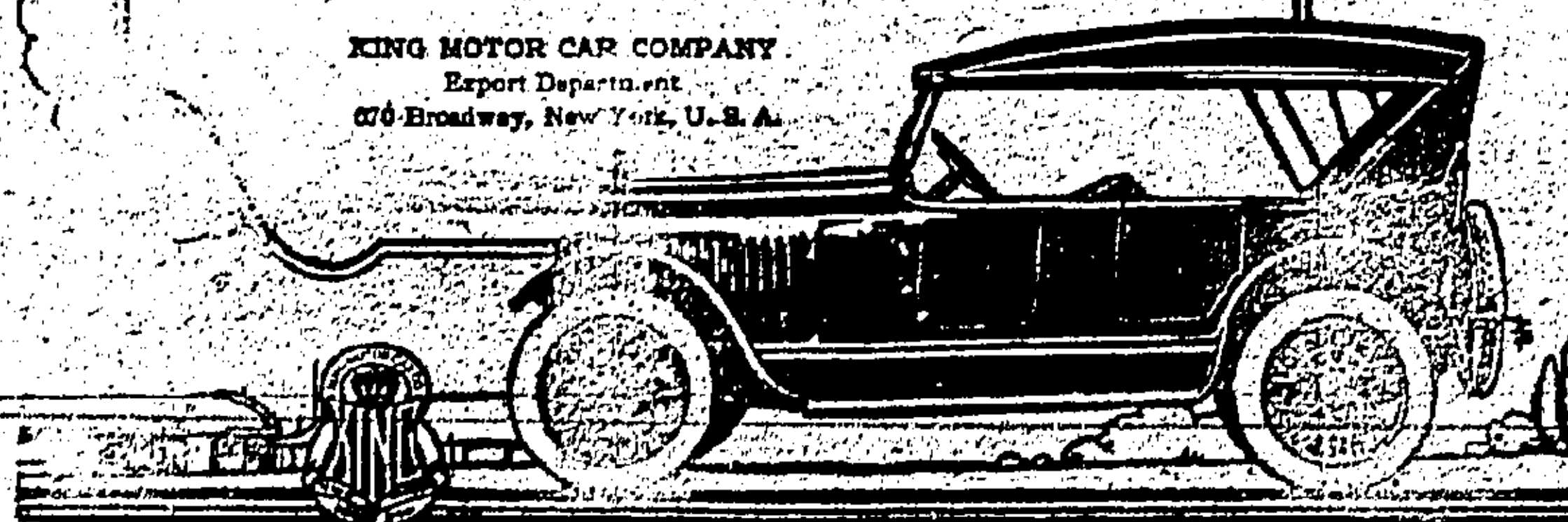
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DURABILITY and MECHANICAL PERFECTION are the result of careful construction and greater experience in the manufacture of eight cylinder cars for world-wide use.

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38 Canton Road,
SHANGHAI.

KING MOTOR CAR COMPANY
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COUNTERFEIT COINS.

A Chinese was charged this morning before Mr. Smith with being in unlawful possession of a quantity of counterfeit coins, Hongkong and Chinese currency. The man was sentenced to six months' hard labour on the first and to a fine of \$500 on the second charge.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. Komo Maru (European Line) left Kobe for this port via Moji and Shanghai on the 31st Jan. and is expected here on the 9th Feb.

The C.P.O.S. Co's R.M.S. Empress of Russia arrived at Taigtau on 8th Feb. left there 8th Feb. due at Shanghai on 9th Feb.

The C.P.O.S. Co's R.M.S. Empress of Asia arrived at Yokohama on 30th Jan. left there Jan. 31 and is due at Vancouver Feb. 4.

The P. & O. S. N. s.s. Akahari left Singapore for this port on the 2nd instant and is due here on the 9th instant.

The P. & O. S. N. s.s. Akahari left Singapore for this port on the 4th instant at 10 a.m. and is due here on the 9th instant at about 6 a.m.

The N.Y.E. s.s. Komo Maru (European Line) left Shanghai for this port on the 7th Feb. and is expected here on the 10th Feb.

The N.Y.E. s.s. Toyama Maru (Hamburg Line) left Shanghai for this port on the 7th Feb. and is expected here on the 10th Feb.

The C.P.O.S. Co's R.M.S. Montezuma arrived at Yokohama on Jan. 27 left there Jan. 28 and is due at Vancouver on Feb. 10.

The N.Y.K. s.s. Kashima Maru (American Line) left Shanghai for this port on the 8th Feb. and is expected here on the 11th Feb.

The C.P.O.S. Co's R.M.S. Empress of Japan arrived at Yokohama on Jan. 27 left there Jan. 28 and is due at Vancouver on Feb. 10.

The N.Y.K. s.s. Kaga Maru (European Line) left London for this port via the Suez Canal on the 10th Jan. and is expected here on the 18th Feb.

The N.Y.K. s.s. Wakasa Maru (European Line) left London for this port via the Suez Canal on the 30th Jan. and is expected here on the 11th March.

"WALLA WALLA" Launches of Blake Pier. Night and day service.

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"CHINA MAIL."

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TO-NIGHT, at 5.15 & 7.15 p.m.

EDDIE POLO in

"THE CIRCUS KING"

Episodes One and Two.

TO-NIGHT, at 9.15 p.m.

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INVESTITURE AT GOVERNMENT HOUSE.

An Investiture was held at Government House on Saturday afternoon, immediately before the Garden Party given to men who have returned to the Colony after military service abroad.
His Excellency the Governor (Sir R. E. Stubbs, K.C.M.G.), attended by Captain H. S. McGrath, Aide-de-Camp, invested the following ladies and gentlemen with the insignia of the Order of the British Empire:—
COMMANDER
OF THE MOST EXCELLENT ORDER
OF THE BRITISH EMPIRE—
Mr. ARTHUR GEORGE MURCHISON FLETCHER.
MEMBERS
OF THE MOST EXCELLENT ORDER
OF THE BRITISH EMPIRE—
Mrs. ETHEL STARR.

Mrs. ALICE HICKLING.
Mr. JAMES ARTHUR EDWARD BULLOCK.
Mr. GEORGE MACDONALD YOUNG.

There were present at the Investiture His Excellency Vice-Admiral Sir A. M. Duff, K.C.B., with Miss Duff and Flag-Lieut. R. R. Stewart, R.N., his Excellency Major-General F. Ventris, C.B., Commodore V. G. Turner, R.N., Mrs. Turner, Miss S. Turner, and Miss D. Turner, Sir William and Lady Ross-Davies, the Hon. Mr. Claud Severn, C.M.G., the Hon. Mr. Paul Chater, C.M.G., the Hon. Mr. W. Chatham, C.M.G., the Hon. Mr. J. H. Kemp, K.C., C.B.E., the Hon. Mr. E. H. Sharp, K.C., O.B.E., the Hon. Mr. R. O. Hutchison, M.B.E., and Mrs. Hutchison, the Hon. Mr. E. R. Hallifax, O.B.E., and Mrs. Hallifax, Mr. C. G. Alabaster, O.B.E., Mr. N. J. Stabb, O.B.E., Mr. C. C. Hickling, Mrs. A. G. M. Fletcher, and Mrs. Bullock.

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